National Household Travel Survey
Free State profile

Statistics South Africa

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Transport
REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
Free State Profile
2014

Statistics South Africa

Pali Lehohla
Statistician-General

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Abbreviations and acronyms

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

Local municipalities

Dihlabeng	Dihlabeng LM
Xhariep	Letsemeng , Kopanong , Naledi and Mohokare LMs
Maf_Moq	Mafube and Moqhaka LMs
Maluti a Phofung	Maluti-a-Phofung LM
Man_Set_Phu_Nke	Mantsopa , Setsoto , Phumelela , Nketoana LMs
Matjhabeng	Matjhabeng LM
Nal_Tok_Mas_Tsw	Nala, Tokologo, Masilonyane and Tswelopele LMs
Ngw_Met	Ngwathe and Metsimaholo LMs

Foreword

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

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

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

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

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

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

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

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

Pali Lehohla
Statistician-General: Statistics South Africa

1. Key findings

Introduction

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

- Assessing the effectiveness of the existing subsidy mechanisms;
- Measuring the Key Performance indicators as outlined in the National Land Transport Strategic Framework.
- Understanding the travel choices of different market segments;
- Ascertaining the cost of transport for households (to assess level of affordability);
- Assisting in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- Determining accessibility to services such as workplaces, education facilities, social needs markets and others; and
- Assessing accessibility of public transport for people with disabilities and the elderly in the communities.

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

The reference period of the study was a period of seven days prior to the interview. Mangaung had the highest population in Free State province and the majority of persons who undertook trips during the reference period also lived in that local municipality. More than half of the travellers in Free State reside in four local municipalities: Mangaung, Matjhabeng LM, Ngwathe LM and Metsimaholo LM. Persons residing in rural areas (92,6%) were more likely to travel than those residing in metropolitan and urban areas during the seven-day reference period. More men than women travelled during the 7-day reference period.

Most travelling occurred from Monday to Friday. Men were likely to travel more than women during the week, however on Sunday women travelled more.

In Free State, not needing to travel (44%) was the most commonly given explanation for not travelling. Other reasons included: being too old or too young to travel (24,9%), and it was too expensive to travel (6,5%).

Education and education-related travel

Learners' travel patterns and modes of transport

A total of 0,9 million learners were identified in Free State and most of them attended school (74,5%) while only 4,5% attended higher educational institutions. The largest number of learners attending school was found in Mangaung followed by Matjhabeng LM. Residents of urban areas (58%) were more likely to attend educational institutions than those living in metropolitan areas (28,4%) and rural areas (13,6%). There were more learners in households with the lowest income quintile (19,4%) than those in households with the highest income quintile (12,4%).

The highest percentage (70,6%) of learners in the Free State walked all the way to their respective educational institutions. Individuals who attended educational institutions and used public transport were most likely to use taxis (78,6%), followed by those who used buses (21,4%). Most learners who attended pre-school and school walked all the way to reach their educational institutions. Learners who attended higher educational institutions and FET colleges were more likely to use taxis, with 41,1% and 47,9% respectively.

Learner's attending classes/distance learning and travel time

Most learners in Free State attended classes (0,9 million) and only 17 000 studied through distance learning. Mangaung had the highest proportion of learners attending classes while Matjhabeng LM had the highest proportion of distance learners. The majority of learners (61,6%) travelled between 07:00 and 07:59 in the morning to their place of learning, and the highest percentage of those learners were found in Xhariep DM (79,1%). A significant proportion of learners in Maluti-a-Phofung LM travelled before 07:00 to their educational institutions (36,4%). Matjhabeng LM had the highest proportion of learners that left at 08:00 or later to go to their educational institutions.

More than 90% of learners in Free State waited for their first transport to arrive for up to 15 minutes. About 9% of learners in Mangaung and only 1,5% in Mafube and Moqhaka LM travelled more than 60 minutes to reach their educational institutions. Proportionally, those attending post-matric institutions (20,3%) were more likely than learners attending school (4,6%), to travel more than 60 minutes. Approximately 82% of those who walked spent less than 30 minutes walking, while a further 15% needed between 31 and 60 minutes to reach their educational institution.

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

Workers' geographic location

The majority of workers were found in the urban areas, followed by the metropolitan areas. The highest percentages of workers classified as rural came from Maluti-a-Phofung LM (42,5%), and as urban came from Matjhabeng LM (27,9%).

Workers' mode of travel

Of all the workers in Free State who used public transport, about 24% used taxis and 6% used buses as their main mode of travel to work. However, the highest proportion of workers walked all the way to their place of work (32,3%) followed by those who drove a car/bakkie/truck to work (27,6%). Overall, more workers used private transport than public transport. Workers living in metropolitan areas were more likely to use taxis (35,6%) followed by car/bakkie as driver (28,9%). On the other hand, workers living in urban and rural areas were more likely to walk all the way to their place of work with 34,6% and 64,8% respectively.

The total number of public transport trips per weekday to go to work is estimated at 217 000. More than half of those trips were made using taxis. Mangaung had the highest number of trips to work using buses (85 000) and taxis (25 000).

About 86% of workers in Mangaung using public transport had to make at least one transfer from one mode to another as compared to other municipalities. Bus users were more likely than taxi users to make one or more modal transfer (change in type of transport).

Time workers leave for work

The highest number of workers in Free State left their residences between 07:00 and 07:59 (35,9%) to travel to their place of work, followed by those who left between 06:30 and 06:59 (20,8%). While, the lowest number of workers (12,8%) left at 08:00 or later. The report further shows a significant proportion of workers in metropolitan (19,3%) and urban (15,9%) areas left their place of residence before 06:00 while only 8,2% of workers in rural areas left at that time.

Workers received travel allowances from the employer

An equal proportion of workers in Mafube, Moqhaka LM and Matjhabeng LM received travel allowances from their employers (7,6%). Workers in Maluti-a-Phofung were less likely to receive travel allowances (1,5%).

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

Half of the workers (50,3%) walked for up to five minutes to their first public transport. More workers who had to walk for more than 15 minutes to their first public transport were found in Dihlabeng LM than in other LMs. Taxi users were more likely to walk more than 15 minutes to their first public transport than bus users. More than half of the workers in Free State (60%) waited for up to five minutes for their first public transport. Nala, Masilonyane, Tokologo and Tswelopele LM had the highest percentage of workers who waited for more than 15 minutes for their first public transport to arrive. Workers in urban areas were likely to wait for more than 15 minutes compared to those in metropolitan areas.

After having been dropped off by their public transport, most workers walked for up to five minutes in order to reach their workplace. The highest proportion of workers who walked for up to five minutes at the end of their work trip were in Nala, Tokologo, Masilonyane and Tswelopele LM (91,1%), and those who walked for more than 15 minutes were found in Mantsopa, Phumelela, Nketoana and Setsoto LM (24,5%).

Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties as workers. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work. In Free State, of the 798 000 workers aged 15 years and older who were interviewed, only 92 000 indicated that they had undertaken business trips during the calendar month preceding the survey. Twenty-two per cent of business travellers were found in Mangaung, followed by 21% of business travellers in Ngwathe and Metsimaholo LM. Xhariep DM (4,7%) contributed the least to the province business travel count. Most people travelled within their own districts; however, when leaving their province of residence (Free State), business travellers were most likely to travel to Gauteng.

Most business travellers (59,4%) drove themselves in a car/bakkie/truck. The second most used transport modes were taxis and car/bakkie/truck as passengers.

Other travel patterns

Travel patterns refer to trips other than work, education and business-related trips. Some people travel on a weekly basis, monthly or once in three months. Such trips were categorised as day and/or overnight trips.

Day trips

Approximately 82% of persons aged 15 years and older in Free State indicated that they undertook day trips. Most of the day trip travellers lived in Mafube and Moqhaka LM (94,7%). People in Matjhabeng LM (61,6%) took the least day trips during the 12 months prior to the interview reference period. Visiting friends and/or family (28,1%) was cited by the majority of travellers as their main purpose for travel, followed by 27% of those who went shopping for business or personal use. The majority of day trippers used taxis (35,1%), followed by those who walked all the way (29,9%).

Overnight trips

Most persons were likely to undertake overnight trips in Ngwathe and Metsimahalo LM (59,8%) while those in Xhariep DM were the least likely to undertake overnight trips, with only 28,7%. Visited home (34,4%) was the most common reason for overnight travellers to take trips. However, overnight travellers in Xhariep DM, Mafube and Moqhaka LM mentioned 'visiting friends and/or family' as their main purpose for their trips. Travelling to attend funerals was most common in Mafube and Moqhaka LM (29,3%); to attend religious events was most common in Matjhabeng LM (10,3%).

Almost 44 per cent (43,6%) of overnight travellers used taxis as their main mode of travel. Nearly a quarter (24,6%) of those who undertook overnight trips in Free State used a car/bakkie/truck as passengers, followed by those who drove a car/bakkie/truck to their main destination (13,4%).

Household travel patterns, attitudes and perceptions

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

More households in the urban areas travelled more than 60 minutes to get to all types of facilities as compared to metropolitan and rural areas. Households in the metropolitan areas were closer to public facilities as they were the least likely to travel for more than 60 minutes to the facilities. The likelihood of households walking all the way to public facilities was 69,8% to other shops and 57% to church. Of the households that accessed police stations, 41% walked all the way and about 23% used minibus taxis as their main mode of travel.

Use of taxis and buses

Main mode of travel usually used by households in Free State was taxis (45,3%), followed by walking all the way (24,7%). During the month preceding the interview, 64,8% of households used taxis while only 14,1% used buses. An equal proportion of households in Mangaung and Matjhabeng LM (76%) were most likely to use taxis during the month preceding the interview. Buses were mostly used in Mangaung.

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

About 24% of households in Free State walked for more than 15 minutes to reach their nearest taxi rank. Households in Dihlabeng LM (57,3%) were more likely to walk more than 15 minutes to their nearest taxi rank, followed by Nala, Masilonyane, Tokologo and Tswelopele LM (49%). Mangaung (9,4%) had the lowest percentage of households that walked for more than 15 minutes to their nearest taxi rank. Only 3,1% of households in Free State walked for more than 30 minutes to their nearest bus station.

Attitudes and perceptions about transport

Close to 15 per cent (14,8%) of households indicated that they had no transport-related problems. The most important problems mentioned nationally is the poor condition of roads (21,3%). Municipalities with the most complaints about the condition of roads were Ngwathe and Metsimaholo LM (33,8%), Nala, Tokologo, Masilonyane and Tswelopele LM (27,1%). Households also complained about taxis being too expensive (9,6%) and no taxis available at specific times (8,6%). Households in Xhariep DM (45%) were more likely to complain about buses not being available. Reckless driving by taxi drivers was more popular in Mangaung.

Dissatisfaction with taxi and bus services

More than five out of ten households (54,8%) in Free State are not satisfied with the facilities at the taxi ranks, followed by 42,8% of households that were dissatisfied with the security at the taxi ranks, and 40% of households that were not satisfied with roadworthiness of taxis. Of the households that indicated they were dissatisfied with taxi fares, the highest proportion was from Matjhabeng LM (23,9%). In Nala, Tokologo, Masilonyane and Tswelopele LM, about 45,2% of households that used taxi services indicated that they were not satisfied with the distance between the taxi rank and their home.

Of the households that made use of bus services, 51,1% of those households were not satisfied with the facilities at the bus stop, and about 40% of households were not satisfied with the level of crowding in the bus. Mangaung (77,6%) had the highest proportion of households that were dissatisfied about bus fares.

Factors influencing the household's choice

In Free State, 28,6% of households indicated that travel costs was the biggest determinant of transport mode choice, while travel time was important to 22,5% of households. Flexibility was mentioned by 12,8% of households and safety from accidents by 9,1%.

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

Ownership of bicycles and/or access to cars

In Free State, 60 000 households owned one to two bicycles, and 4 000 owned three or more bicycles that are in working order and used for transport purposes. About 25% of households owned or had access to cars and 3,8% of households had access to company cars. Mangaung had the highest percentage of households that owned or had access to cars (34%), company cars (45,5%) and motorcycles (28,6%). On the other hand, Maluti-a-Phofung LM had the highest proportion of households that owned or had access to minibus/kombis (36,2%) and trucks (27,4%).

Of the 1,8 million persons aged 18 years and older in Free State, 446 000 had drivers licences. The majority of driver's licence holders were found in Mangaung (34%), followed by Ngwathe and Metsimaholo LM (15,4%). Xhariep had the least driver's licence holders. Persons residing in metropolitan areas had more drivers' licences than those in rural and urban areas. Motorcycle licence holders were the highest in Ngwathe and Metsimaholo LM (37,7%) and Mangaung (35,9%). Males were more likely to have possession of all types of drivers' licence than females. Black African males had the highest percentage of drivers' licence holders than other population groups, while white females were most likely to have drivers' licences in the female category.

2. Introduction

2.1 Background

The first National Household Travel Survey (NHTS) was conducted in 2003. This report presents a summary for the Free State province, which is based on the data collected for the second round of the national survey. This second survey was executed by Statistics South Africa (Stats SA) from February to March 2013. Prior to the main survey, a pilot survey was conducted on a small scale – mainly to test the questionnaire, its contents, and the training manual.

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

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

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

The Provincial Land Transport Framework (PLTF) of the Free State was developed within the framework of the National Land Transport Transition Act (Act No. 2 of 2000) and National and Provincial transport policy frameworks, and makes provision for the establishment of co-coordinated measures and structures within the province. It further makes provision for transport strategies including public transport, non-motorised transport, transport infrastructure, transport facilities, tourism, management aspects, funding and monitoring aspects (Department of Public Works, Roads and Transport, 2006).

In 2007, the Cabinet approved the Public Transport Strategy (PTS) and Action Plan which has served as the basis of planning, regulation and investment in public transport. According to this strategy, provinces and district municipalities are responsible for the development of Public Transport Plans (PTP). The PTP for the Free State was developed in 2005 and seeks to address the development of roads for transport-related categories in the rural, urban and metro areas in the province. The NHTS can provide valuable information to assess progress in this regard as well as to assist planners and policy makers in the province to identify those public transport and areas within the province, districts and the municipalities that need subsidies.

In this section, the demographic characteristics of travellers are described. It provides information about the gender and municipality of origin of travellers. Furthermore, it provides information on the days of the week on which travellers undertook trips and for those who did not travel the reasons for not travelling.

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

Municipality	Undertook trip		Population	
	Number ('000)	Percentage of Free State	Free State population[1] ('000)	Percentage of Free State
Dihlabeng	110	4,5	116	4,2
Xhariep	126	5,1	136	4,9
Maf-Moq	169	6,9	193	7,0
Maluti-a-Phofung	301	12,2	320	11,6
Mangaung	715	29,0	817	29,7
Man-Set-Phu-Nke	220	8,9	233	8,5
Matjhabeng	366	14,9	436	15,8
Nal-Tok-Mas-Tsw	193	7,8	214	7,8
Ngw-Met	261	10,6	287	10,4
Free State	**2 461**	**100,0**	**2 751**	**100,0**

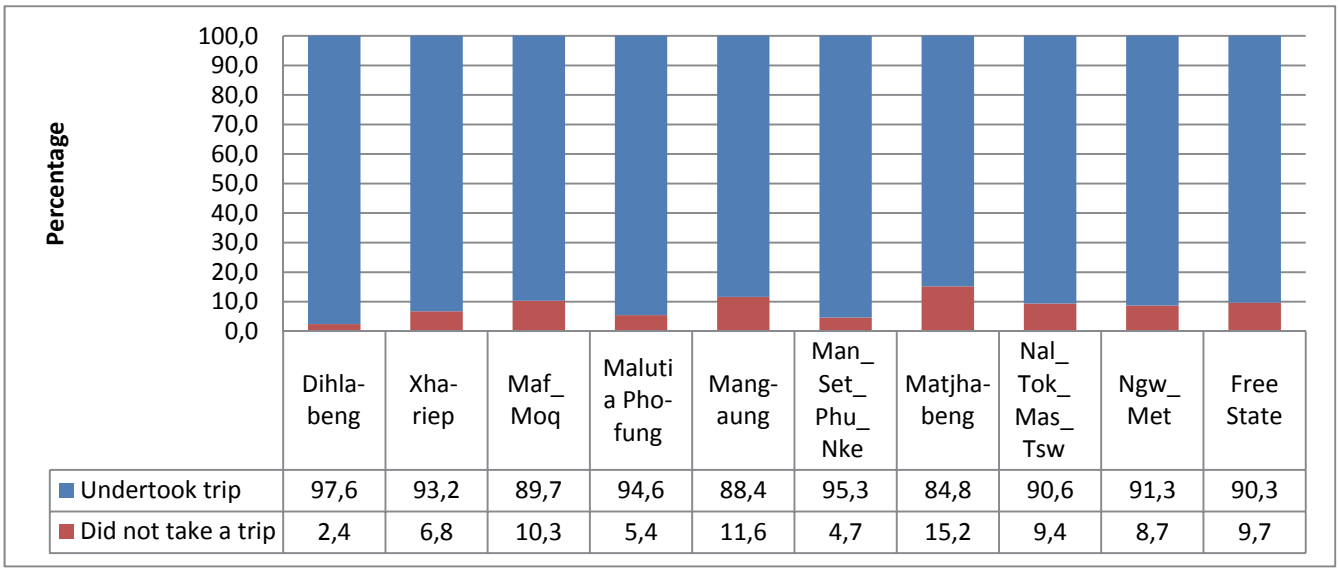
Totals exclude unspecified cases of trips.

Percentages calculated across municipalities.

The table shows that of the estimated 2,75 million people residing in the Free State, 2,5 million people travelled during the seven days prior to the interview. Most of those who undertook trips lived in Mangaung (29%), Matjhabeng LM (14,9%) and Maluti-a-Phofung LM (12,2%). Individuals living in Dihlabeng LM (4,5%) made up the smallest percentage of travellers in the province.

[1] This is a reflection of the population that the sample was benchmarked to for the period when the survey was executed and does not represent official population estimates.

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

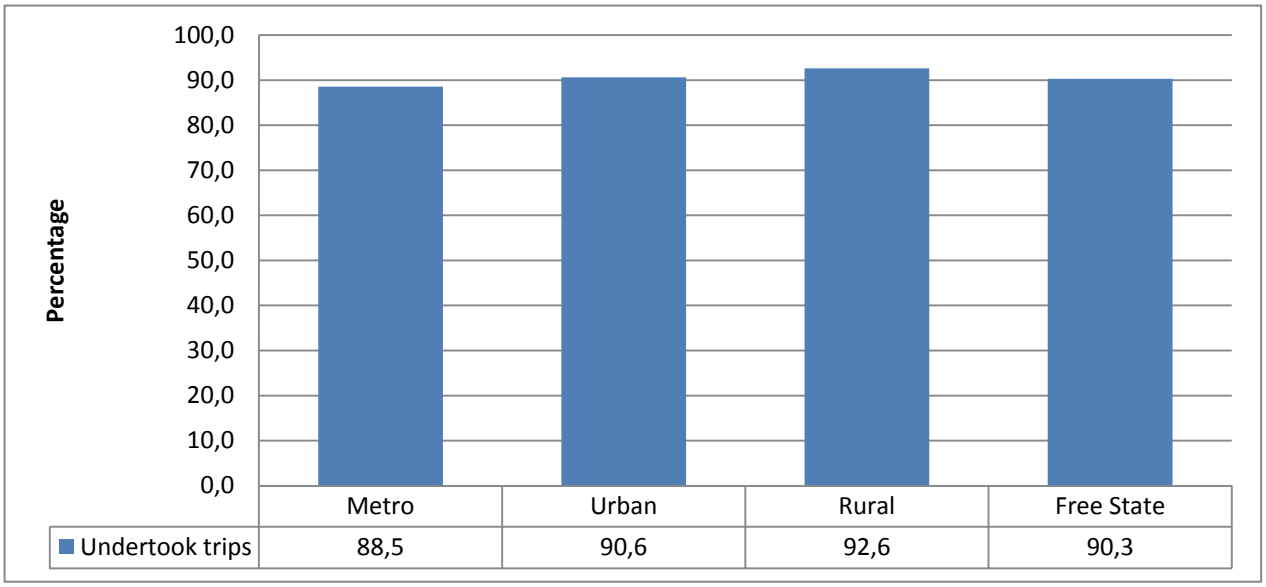


	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Undertook trip	97,6	93,2	89,7	94,6	88,4	95,3	84,8	90,6	91,3	90,3
Did not take a trip	2,4	6,8	10,3	5,4	11,6	4,7	15,2	9,4	8,7	9,7

Percentages calculated within municipalities.

Figure 3.1 shows municipal travel patterns during the seven days prior to the interview. Municipalities where persons were more likely to undertake trips were Dihlabeng LM (97,6%) and Maluti-a-Phofung LM (94,6%). Individuals living in Matjabeng were least likely to have travelled during the seven days prior to the interview (84,8%).

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



	Metro	Urban	Rural	Free State
Undertook trips	88,5	90,6	92,6	90,3

Percentages calculated within geographic location.

According to Figure 3.2, the geographic location of an individual had some influence on whether they travelled or not. Individuals living in rural areas (92,6%) were more likely to travel than those living in areas classified as urban (90,6%) or metropolitan (88,5%).

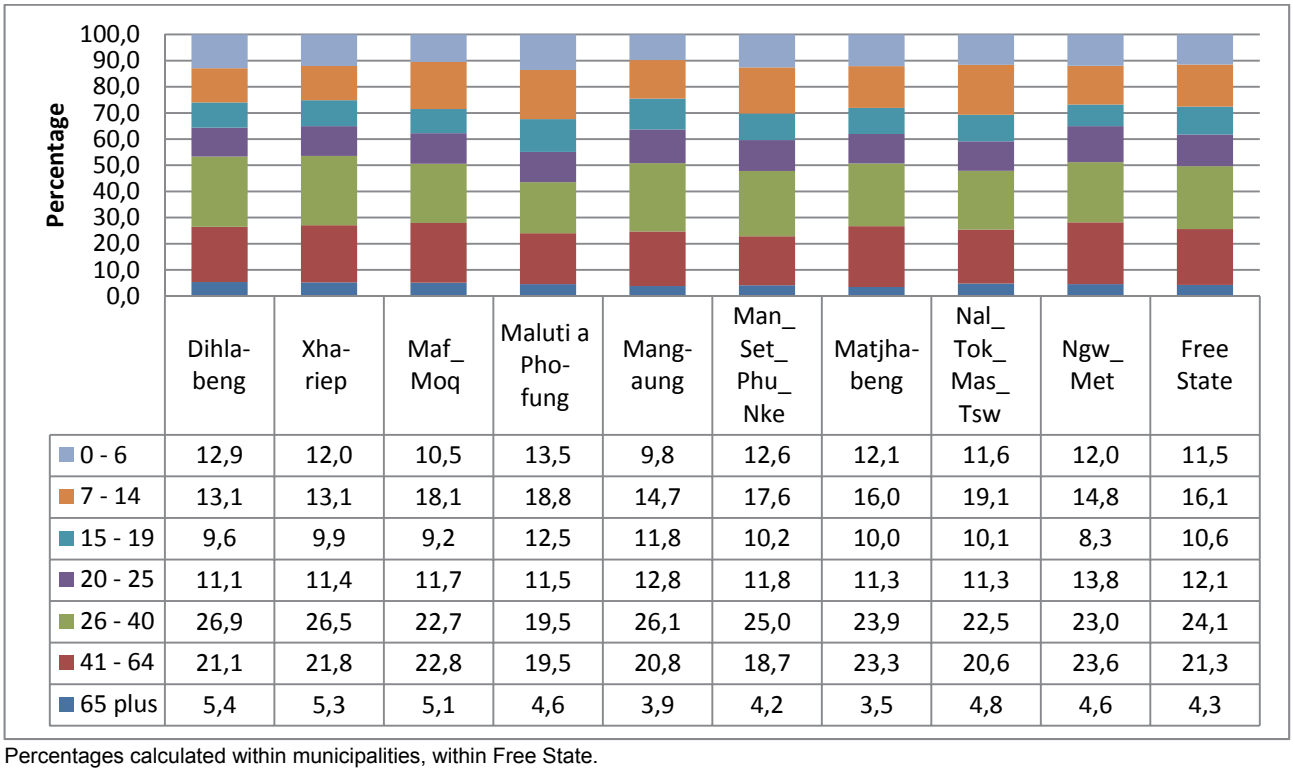
Table 3.2: Persons who undertook trips in the seven days prior to the interview by municipality and sex

Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of province	Number ('000)	Percentage of province
Dihlabeng	110	53	48,9	56	51,1
Xhariep	125	60	48,2	65	51,8
Maf-Moq	169	84	50,2	84	49,8
Maluti-a-Phofung	301	144	48,1	156	51,9
Mangaung	714	369	51,7	345	48,3
Man-Set-Phu-Nke	219	108	49,4	111	50,6
Matjhabeng	366	184	50,3	181	49,7
Nal-Tok-Mas-Tsw	192	93	48,4	99	51,6
Ngw-Met	260	121	46,7	139	53,3
Free State	**2 460**	**1 221**	**49,6**	**1 239**	**50,4**

Percentage calculated within municipalities .

Table 3.2 shows that nearly equal proportions of females (50,4%) undertook trips in the seven days prior to the interview as compared to males (49,6%). It is interesting to note that more females undertook trips than males in all local municipalities, except for Mangaung and Matjabeng LM.

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

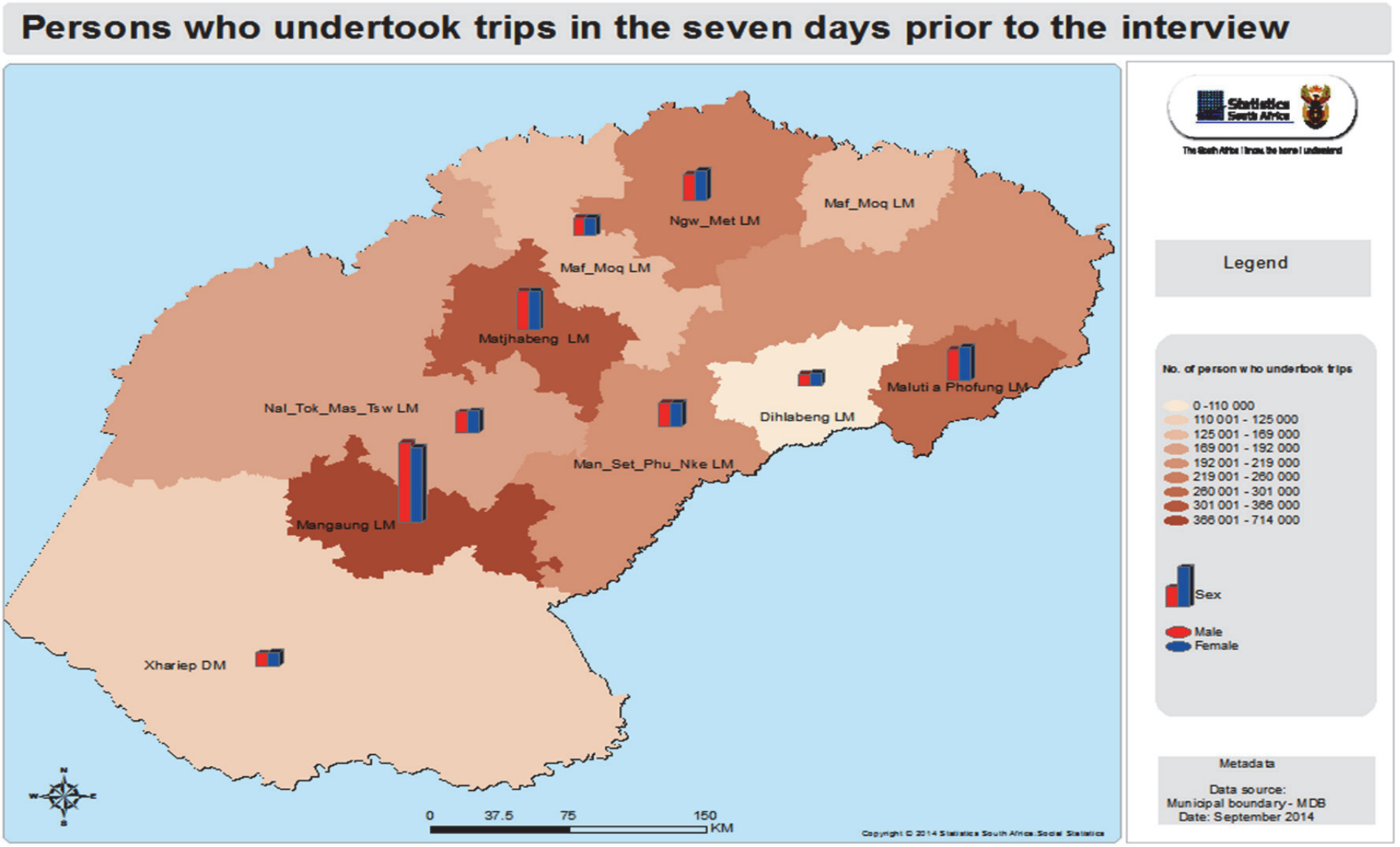


	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
0 - 6	12,9	12,0	10,5	13,5	9,8	12,6	12,1	11,6	12,0	11,5
7 - 14	13,1	13,1	18,1	18,8	14,7	17,6	16,0	19,1	14,8	16,1
15 - 19	9,6	9,9	9,2	12,5	11,8	10,2	10,0	10,1	8,3	10,6
20 - 25	11,1	11,4	11,7	11,5	12,8	11,8	11,3	11,3	13,8	12,1
26 - 40	26,9	26,5	22,7	19,5	26,1	25,0	23,9	22,5	23,0	24,1
41 - 64	21,1	21,8	22,8	19,5	20,8	18,7	23,3	20,6	23,6	21,3
65 plus	5,4	5,3	5,1	4,6	3,9	4,2	3,5	4,8	4,6	4,3

Percentages calculated within municipalities, within Free State.

In Figure 3.3, ages have been grouped into functional age groups rather than statistical age groups. These therefore have to be compared with caution. The age groups in the province most likely to travel were individuals aged between 26–40 (24,1%) and 41–64 (21,3%). The age group least likely to travel were those aged 65 plus (4,3%). This general pattern was observed across all municipalities.

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



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

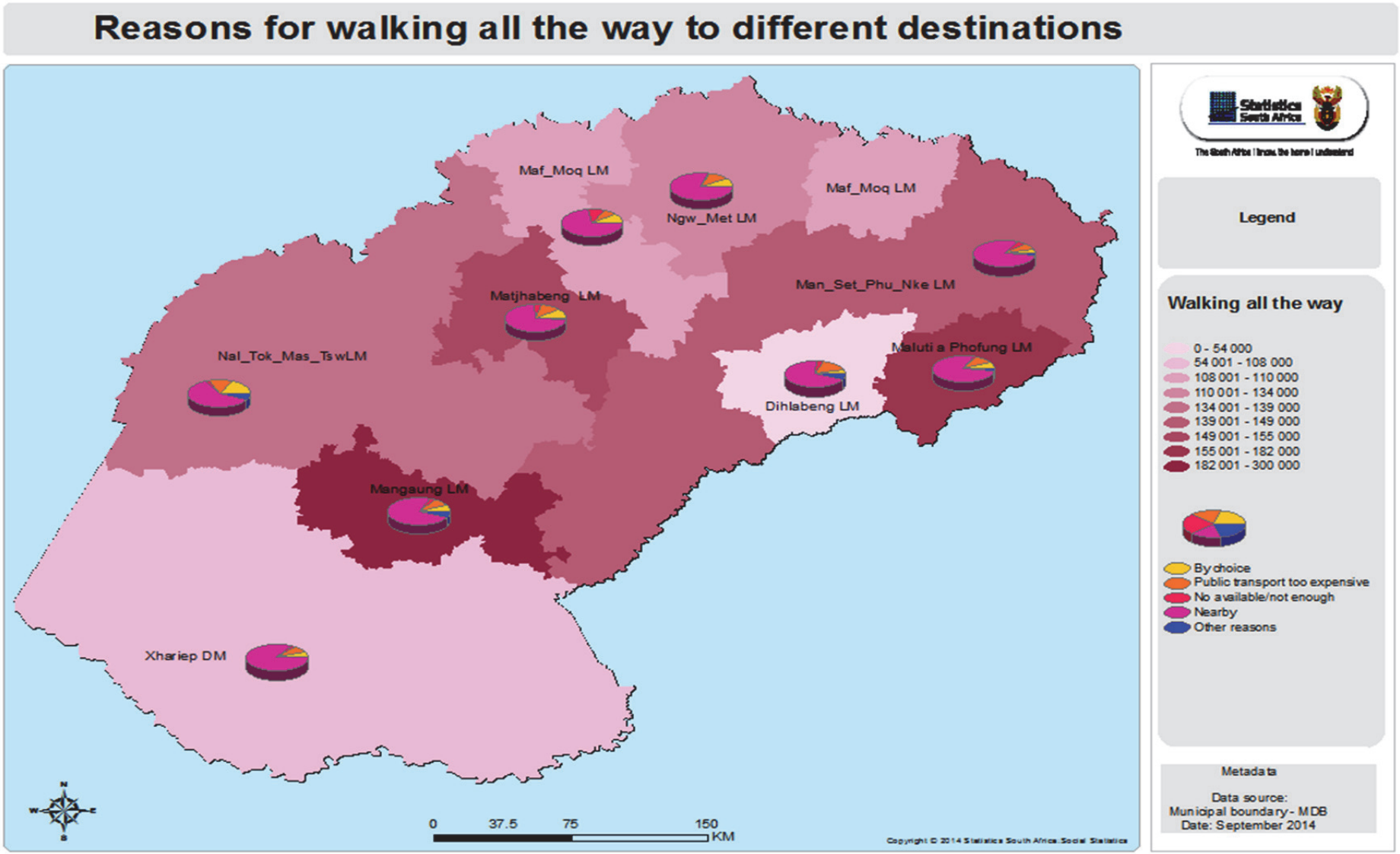


Table 3.3: Days of the week when persons usually travel by age group and sex

Indicator	Statistics (number in thousand)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	1 155	1 141	1 148	1 133	1 148	745	741
	Per cent	87,5	86,5	87,5	86,3	87,1	56,8	56,4
Female	Number	1 095	1 058	1 078	1 061	1 063	699	794
	Per cent	78,5	76,0	77,7	76,1	76,2	50,4	57,1
Total	**Number**	**2 250**	**2 200**	**2 225**	**2 194**	**2 211**	**1 444**	**1 535**
	Per cent	**82,9**	**81,1**	**82,5**	**81,1**	**81,5**	**53,5**	**56,8**
Age group								
0–2 yrs	Number	79	76	77	78	74	48	61
	Per cent	53,0	51,4	51,7	52,3	49,6	32,3	41,4
3–4 yrs	Number	87	88	89	88	88	39	50
	Per cent	83,7	83,7	85,4	83,5	84,0	37,3	48,6
5–6 yrs	Number	95	94	95	94	95	34	43
	Per cent	97,1	96,1	96,8	96,2	97,2	35,6	44,7
7–14 yrs	Number	394	393	392	394	394	154	197
	Per cent	98,2	97,9	98,2	98,2	98,1	38,7	49,5
15–19 yrs	Number	252	251	252	252	253	137	141
	Per cent	94,3	93,8	93,8	93,8	93,9	51,5	53,0
20–25 yrs	Number	274	269	270	268	263	206	197
	Per cent	84,0	82,7	83,6	83,1	81,2	63,4	60,4
26–40 yrs	Number	531	519	529	515	525	419	395
	Per cent	82,7	80,8	82,9	80,5	82,0	65,5	61,9
41–54 yrs	Number	326	314	317	311	320	237	240
	Per cent	81,9	79,4	80,4	78,7	80,6	60,4	60,8
55 yrs and older	Number	212	196	204	194	199	169	208
	Per cent	64,1	59,7	63,0	59,2	60,5	51,5	63,3

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

During the week, men were more likely to travel than women. More than 80% of males indicated that they travelled during weekdays while this decreased significantly to approximately 56% on Saturdays and Sundays. Approximately seven in ten women travelled on weekdays. The only day of the week when women were more likely to travel than men was on Sundays with 57,1%.

Children of school going age, the 5–6 and 7–14-year age groups, were the most likely to find themselves on the road (about 95% to 98%) on weekdays, whilst the 15–19-year-old age group was the second most likely group to travel (93%) during these periods. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to other age groups. Travelling patterns for this age group were 51% for Saturday and 63,3% for Sundays. Generally, all children travelled significantly less over weekends than during weekdays.

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

Main reason for not travelling	Statistics ('000)	Municipality									FS
		Dihla-beng	Kopanong_ Naledi	Mafube_ Moqhaka	Maluti a Phofung	Mangaung	Mantsopa_ Setsoto	Matjha-beng	Nala_ Tokologo	Ngwathe_ Metsimaholo	
Did not need to travel	Number	1	6	4	2	41	3	33	13	6	110
	Percent	25,3	69,3	23,4	9,8	46,0	33,7	53,7	66,5	27,5	44,0
Financial reasons/too expensive	Number	*	*	2		2		9		3	16
	Percent	*	*	11,1	1,4	2,4	0,8	14,0	0,9	11,9	6,5
Too old/young to travel	Number	1	1	9	5	28	3	6	3	6	62
	Percent	21,5	15,8	50,0	30,8	31,2	26,8	10,0	15,8	27,6	24,9
Other reasons	Number	1	1	3	9	18	4	14	3	8	62
	Percent	53,2	14,9	15,5	57,9	20,5	38,7	22,3	16,8	33,1	24,7
Total	**Number**	**3**	**9**	**19**	**16**	**89**	**10**	**62**	**20**	**23**	**250**
	Percent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.
Percentages calculated within municipalities.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Only one response was possible per person
Totals exclude unspecified cases of main reasons for not taking trip.

According to table 3.4, the main reason for not travelling is that they did not need to travel (44%). Almost a quarter (24,9%) of individuals in the province indicated that the second most common reason for not travelling was because they are either too old or young to travel, followed by a small number of household individuals did not travel for financial reason (6,5%).

The main reason given by individuals in Kopanong and Naledi LM for not travelling was that they did not need to travel (69,3%), followed by those who said they were too old or young to travel. In Mafube and Moqhaka LM half of individuals who did not travel specified that they were too old or young to travel.

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

Main reasons for not travelling	Statistics (numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	Total
Did not need to travel	Number	16	2	4	6	17	26	16	24	110
	Per cent	26,3	64,2	70,0	52,7	60,7	54,5	48,8	38,7	44,0
Financial reasons/too expensive	Number	1	*	*	*	3	5	4	2	16
	Per cent	1,5	*	*	*	11,5	10,2	11,5	3,5	6,5
Too old/young to travel	Number	41	*	1	*	*	*	*	19	62
	Per cent	67,3	*	15,7	*	*	*	*	30,1	24,9
Other reasons	Number	3	*	*	4	8	17	12	17	62
	Per cent	4,9	*	*	40,9	27,7	35,3	37,7	27,8	24,7
Total	**Number**	**61**	**3**	**6**	**11**	**27**	**48**	**33**	**62**	**250**
	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.

Other reasons include: Too expensive, not well enough to travel, usual transport not available, etc.

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases of main reasons for not taking trip.

Table 3.4 summarises the main reasons for not travelling by age group. Approximately 44% of those who did not travel indicated that they did not need to travel. Those in the age group of 0–4 years did not travel because they felt that they were too old or young to travel (67,3%). Financial reasons played a significant role in individuals' decision not to travel for the age groups 26–40 (10,2%) and both 41–54 and 20–25 showed 11,5%.

4. Education and education-related travel patterns

4.1 Introduction

People travel from their usual place of residence to attend educational institutions. Some of the educational institutions are located in municipalities other than the municipality of residence. The PLTF mission is to promote and provide sound transportation and management of assets, which are affordable, accessible and reliable. This section includes information on attendees of different types of educational institution; from pre-school to higher education institutions. The National Scholar Transport Policy (2009) states that many learners' attendance is hampered by the long distance travel involved, safety of learners and the cost of transport. In the Free State, the Department of Public Works, Roads and Transport (DOPWRT) has listed learners' transportation as one of the objectives to be addressed in the province in conjunction with the provincial department of education. In addition, non-motorised transport and motorised transport in the province were to be formalised.

This section covers the types of educational institution attended by the attendees, who travel from their usual place of residence to educational institutions. This section also discusses the mode of travel learner's use, travel time and walking time to reach first public transport.

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

Indicator	Statistics (numbers in thousands)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_Nke	Matjhabeng	Nal_Tok_Mas_Tsw	Ngw_ Met	Free State
Type of institution											
Pre-school	Number	6	5	7	22	30	11	19	9	18	**128**
	Per cent	17,1	14,2	13,1	17,3	11,3	13,8	13,6	13,4	22,1	**14,4**
School	Number	26	30	46	92	190	67	102	56	55	**664**
	Per cent	73,7	78,3	85,2	71,4	72,0	82,8	72,1	84,0	67,6	**74,5**
ABET and literacy classes	Number	*	*	*	*	5	1	2	*	2	**11**
	Per cent	*	*	*	*	1,8	1,6	1,4	*	2,2	**1,3**
Higher educational institution	Number	1	1	*	6	22	*	6	1	3	**40**
	Per cent	3,6	1,1	*	4,4	8,5	*	4,2	1,5	4,0	**4,5**
FET college	Number	1	2	*	7	11	*	9	*	2	**34**
	Per cent	3,8	5,7	*	5,5	4,3	*	6,0	*	3,0	**3,9**
Other	Number	*	*	*	1	6	*	4	*	*	**13**
	Per cent	*	*	*	1,0	2,2	*	2,8	*	*	**1,5**
Total	**Number**	**36**	**38**	**54**	**128**	**264**	**80**	**142**	**66**	**82**	**891**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location											
Metro	Number	*	*	*	*	274	*	*	*	*	**274**
	Per cent	*	*	*	*	95,3	*	*	*	*	**28,4**
Urban	Number	35	39	60	33	*	78	153	69	90	**558**
	Per cent	95,4	95,6	99,3	23,7	*	92,7	99,1	98,9	100,0	**58,0**
Rural	Number	2	2	*	105	13	6	1	1	*	**131**
	Per cent	4,6	4,4	*	76,3	4,7	7,3	0,9	1,1	*	**13,6**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	4	8	11	28	43	18	35	22	15	**186**
	Per cent	12,2	21,1	20,4	20,4	15,0	21,8	22,9	31,6	16,2	**19,3**
Quintile 2	Number	13	15	20	50	65	40	42	28	22	**296**
	Per cent	36,0	38,2	35,8	36,1	22,6	47,5	27,5	40,3	24,5	**30,8**
Quintile 3	Number	8	10	13	38	67	18	28	8	25	**215**
	Per cent	21,1	25,0	23,8	27,2	23,2	21,1	18,4	12,1	27,4	**22,3**
Quintile 4	Number	5	4	7	13	57	4	33	7	11	**142**
	Per cent	13,9	11,4	12,7	9,5	19,9	4,7	21,1	9,6	12,7	**14,7**
Quintile 5 (highest income quintile)	Number	6	2	4	9	55	4	16	4	17	**124**
	Per cent	16,9	4,3	7,2	6,8	19,2	5,0	10,1	6,4	19,2	**12,9**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: Home based education/home schooling and other college.

The results show that most learners in the Free State attended school (74,5%), followed by those who went to pre-school (14,4%). Higher educational institutions were attended by 4,5% of all learners, whilst ABET and literacy classes had the smallest proportion of learners (1,3%).

Most of the scholars lived in areas classified as urban (58,0%), followed by metropolitan (28,4%) and rural areas (13,6%). Mangaung is the only metropolitan area in the province and most scholars classified as metropolitan (95,3%), with a further 5% as rural. The only municipality with a significant percentage of rural learners was Maluti-a-Phofung with 76% rural learners.

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

Indicator	Statistics (numbers in thousands)	Main mode: Bus	Taxi	Car/truck passenger	Walking all the way	Other	Total
Scholars and disability status							
Scholars	Number	24	74	48	497	7	**649**
	Per cent	3,7	11,3	7,4	76,5	1,1	**100,0**
Disabled scholars	Number	*	4	5	25	*	**35**
	Per cent	*	10,5	14,9	72,3	*	**100,0**
Geographic location of scholars							
Metro	Number	13	17	14	133	*	**177**
	Per cent	7,2	9,3	7,9	74,9	*	**100,0**
Urban	Number	9	43	29	296	4	**381**
	Per cent	2,5	11,2	7,7	77,6	1,0	**100,0**
Rural	Number	2	15	4	68	2	**92**
	Per cent	2,3	15,9	4,8	74,6	2,5	**100,0**
Household income quintile of scholars							
Quintile 1 (lowest income quintile)	Number	3	7	1	119	*	**130**
	Per cent	2,5	5,0	0,6	91,2	*	**100,0**
Quintile 2	Number	4	16	2	196	2	**220**
	Per cent	1,9	7,2	0,9	89,0	0,9	**100,0**
Quintile 3	Number	4	16	5	115	*	**140**
	Per cent	3,1	11,2	3,8	81,6	*	**100,0**
Quintile 4	Number	5	17	12	50	*	**85**
	Per cent	6,4	20,2	14,1	58,4	*	**100,0**
Quintile 5 (highest income quintile)	Number	7	18	28	18	3	**74**
	Per cent	9,4	25,1	37,4	24,1	4,0	**100,0**

The totals used to calculate percentages excluded unspecified cases for transport mode.
The total used to calculate scholars included disabled scholars.
Other modes include: car/bakkie driver, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Scholars (76,5%) and disabled scholars (72,3%) in Free State were more likely to walk all the way to their educational institutions than using any other mode of travel. Taxis (11,3%) were used as the second most used modes of travel for scholars whilst disabled scholars (14,9%) used car/truck passenger as their second most used modes of travel.

In all the geographic areas, taxis were the second most commonly used modes of transport followed by car/truck passenger. Most of the scholars from different households with different income quintiles walked all the way, except the scholars from households with the highest income who used car/truck passenger as their preferred mode of travel.

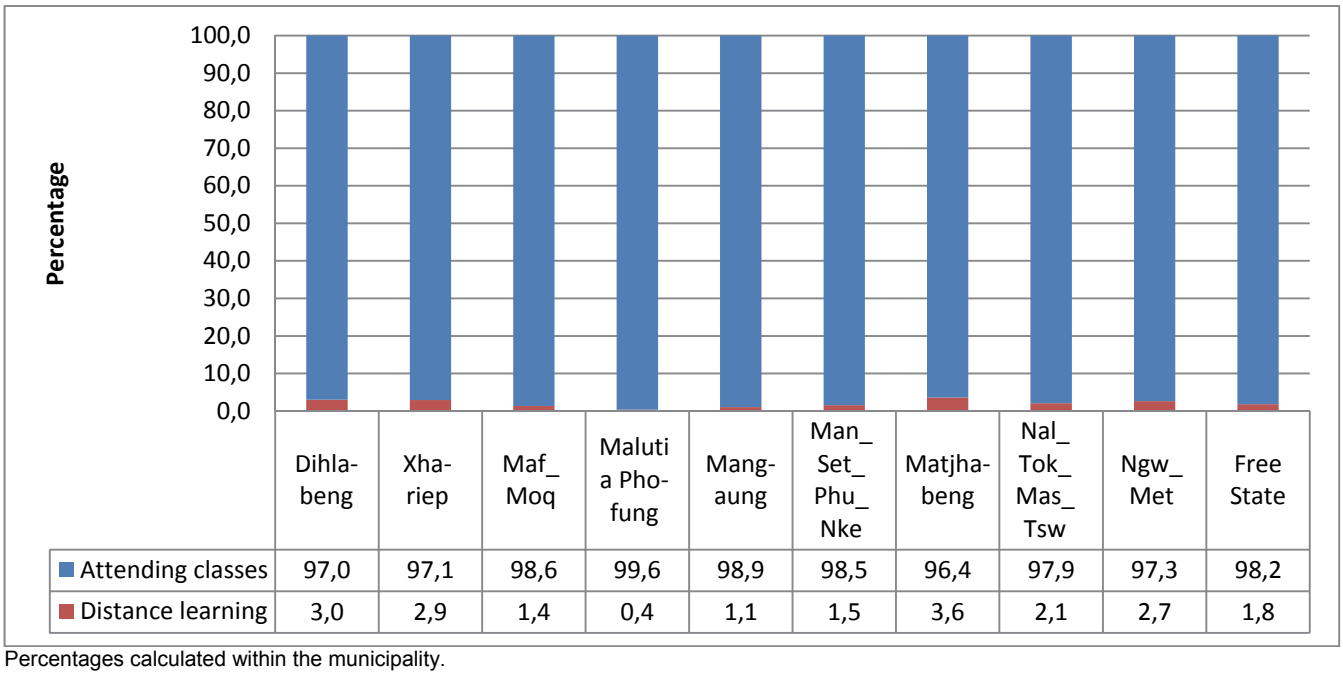
Table 4.3: Attendance of educational institution through attending classes or distance learning by municipality

Municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Dihlabeng	Number	36	35	*
	Per cent	3,8	3,8	*
Xhariep	Number	41	40	1
	Per cent	4,3	4,3	7,0
Maf_Moq	Number	59	59	*
	Per cent	6,3	6,3	*
Maluti a Phofung	Number	138	137	*
	Per cent	14,5	14,7	*
Mangaung	Number	280	277	3
	Per cent	29,6	29,8	17,5
Man_Set_Phu_Nke	Number	83	82	1
	Per cent	8,8	8,8	7,5
Matjhabeng	Number	153	147	6
	Per cent	16,2	15,9	32,3
Nal_Tok_Mas_Tsw	Number	69	67	1
	Per cent	7,3	7,3	8,2
Ngw_Met	Number	88	86	2
	Per cent	9,3	9,2	13,6
Free State	**Number**	**947**	**930**	**17**
	Per cent	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used excludes unspecified attending classes or distance learning.
Please note that other sources such as Census 2001 and Census 2011 indicate relative stable absolute numbers for attendees.

The highest number of learners in the province attending classes (29,8%) was found in Mangaung and those doing distance learning (32,3%) were found in Matjhabeng LM. The municipality with the lowest proportion of learners attending classes in the province was Dihlabeng LM with 3,8%.

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



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Attending classes	97,0	97,1	98,6	99,6	98,9	98,5	96,4	97,9	97,3	98,2
Distance learning	3,0	2,9	1,4	0,4	1,1	1,5	3,6	2,1	2,7	1,8

Percentages calculated within the municipality.

The figure above summarises the method of study of learners. It also shows that the vast majority of learners in the Free State were attending classes (98,2%) rather than studying through distance learning (1,8%). The same pattern can be observed across municipalities.

4.2 Education-related travel mode

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

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

Educational institution and number of days		Statistics (numbers in thousands)	Municipality									
			Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_ Nke	Matjhabeng	Nal_Tok_Mas_ Tsw	Ngw_ Met	Free State
Pre-school	5	Number	6	5	7	22	29	11	19	9	18	**126**
		Per cent	100,0	91,3	100,0	98,9	98,1	100,0	100,0	97,1	100,0	**98,8**
	>5 or <5 days	Number	*	*	*	*	1	*	*	*	*	**2**
		Per cent	*	8,7	*	1,1	1,9	*	*	2,9	*	**1,2**
School	5	Number	25	29	46	82	179	64	97	55	54	**632**
		Per cent	94,7	99,0	99,1	91,0	94,9	96,7	96,3	98,3	97,4	**95,7**
	>5 or <5 days	Number	1	*	*	8	10	2	4	1	1	**28**
		Per cent	5,3	1,0	0,9	9,0	5,1	3,3	3,7	1,7	2,6	**4,3**
Higher education institutions	5	Number	*	*	*	5	16	*	4	*	1	**26**
		Per cent	34,7	*	*	80,4	74,9	*	69,7	*	61,0	**71,2**
	>5 or <5 days	Number	*	*	*	1	5	*	2	1	1	**10**
		Per cent	65,3	100,0	*	19,6	25,1	*	30,3	100,0	39,0	**28,8**
Other institutions	5	Number	1	1	1	7	11	1	7	*	2	**31**
		Per cent	56,3	28,9	73,2	83,9	49,9	30,3	52,5	49,7	47,2	**54,0**
	>5 or <5 days	Number	1	2		1	11	2	7		2	**26**
		Per cent	43,7	71,1	26,8	16,1	50,1	69,7	47,5	50,3	52,8	**46,0**
Subtotal (All institu-tions)	5	Number	32	35	54	116	235	76	127	64	75	**815**
		Per cent	94,1	94,6	100,0	92,1	89,7	95,0	90,7	97,0	94,9	**92,5**
	>5 or <5 days	Number	2	2	0	10	27	4	13	2	4	**66**
		Per cent	5,9	5,4	0,0	7,9	10,3	5,0	9,3	3,0	5,1	**7,5**
Unspecified		Number	1	3	6	10	22	3	12	3	8	**70**
Total		**Number**	**35**	**40**	**60**	**136**	**284**	**83**	**152**	**69**	**87**	**951**

Percentages calculated within the municipality.
The totals excluded the unspecified cases of days of the week.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other institutions include: ABET centre, FET, literacy classes, etc.

Table 4.4 presents information about the number of days that learners travelled to educational institutions. In all municipalities most learners travelled 5 days per week to different educational institutions. Only a slight percentage of learners were more likely to travel less than five days or more than five days.

Almost three quarters of learners (71,2%) who attended higher education institution travelled 5 days per week, while the remaining 29% stated that they travelled less or more than 5 days.

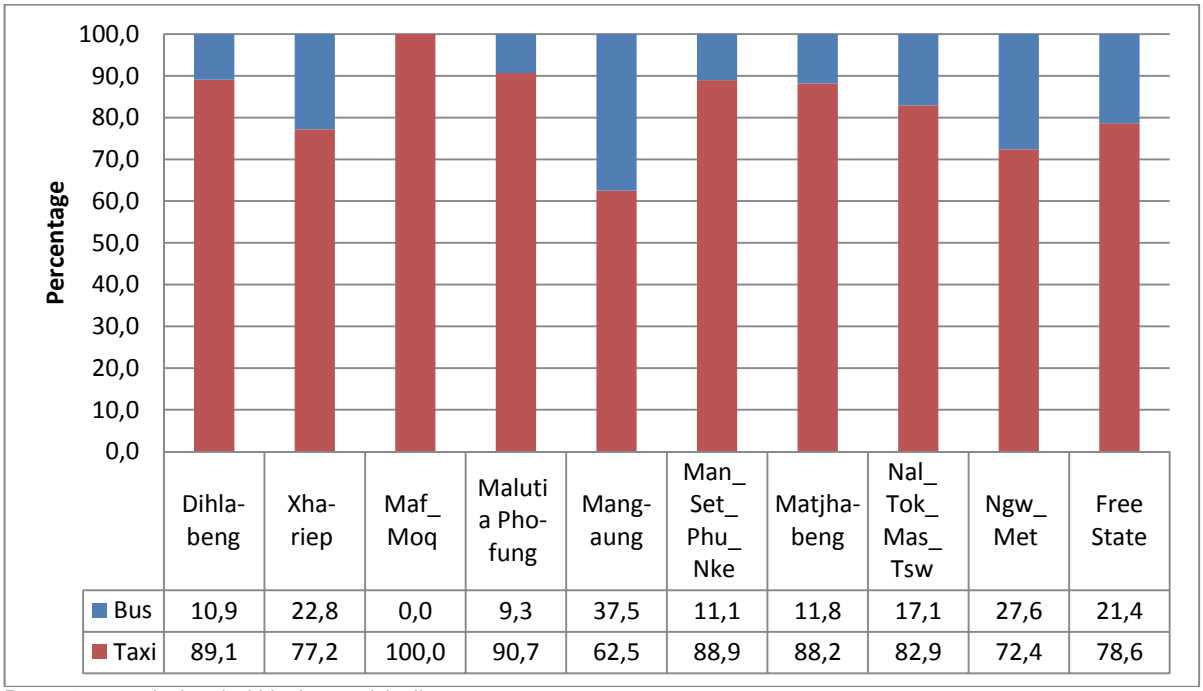
Table 4.5: Main mode of transport used to travel to educational institutions all learners by municipality

Mode of travel	Statistics (numbers in thousands)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_Nke	Matjhabeng	Nal_Tok_Mas_Tsw	Ngw_Met	Free State
Bus	Number	*	1	*	3	22	1	4	1	4	**37**
	Per cent	*	1,8	*	2,1	8,1	1,3	2,9	1,5	4,7	**4,0**
Taxi	Number	6	2	7	28	37	8	31	5	11	**136**
	Per cent	16,9	6,1	13,2	20,5	13,5	10,5	21,5	7,3	12,3	**14,7**
Car/truck passenger	Number	4	1	5	1	29	4	14	4	15	**76**
	Per cent	10,7	3,0	8,3	0,6	10,5	5,0	9,7	5,8	17,6	**8,3**
Walking all the way	Number	24	34	43	99	177	67	92	58	56	**649**
	Per cent	69,3	88,2	76,7	73,0	64,3	83,2	63,5	85,2	64,5	**70,6**
Other	Number	*	*	*	5	10	*	4	*	*	**21**
	Per cent	*	*	*	3,8	3,7	*	2,5	*	*	**2,3**
Total	**Number**	**35**	**39**	**56**	**135**	**275**	**81**	**144**	**68**	**87**	**920**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated across municipalities, within Free State.
The totals excluded the unspecified cases of days of main mode of transport.
Other includes: car/bakkie driver, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

The table above indicates that 'walking all the way' was the primary method used by learners to reach their educational institutions in all the municipalities (70,6%). Taxis (14,7%) were the second most used mode of travel in most municipalities, especially in Matjhabeng LM (21,5%) and Maluti a Phofung (20,5%) LM. Only 8,3% of learners in the Free State were passengers in cars/trucks. This mode of transport was most likely to be used in the Ngwathe and Metsimaholo LMs (17,6%). Buses were mainly used by learners in Mangaung and Ngwathe and Metsimaholo LMs.

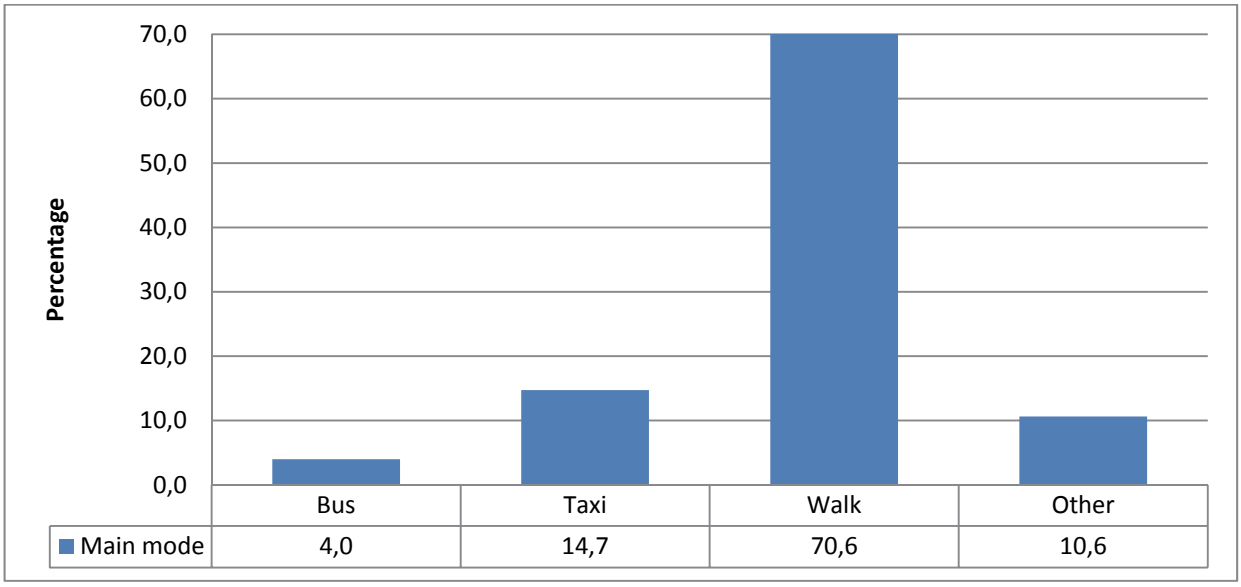
Figure 4.2: Percentage of persons who attended educational institutions who used public transport (taxis and buses) by municipality



Percentages calculated within the municipality.

Figure 4.2 indicates that learners who used public transport were more likely to use taxis (78,6%) than buses. Approximately 38% of learners who use public transport used buses within Mangaung. In Ngwathe and Metsimaholo LMs (27,6%) and Xhariep DM (22,8%) significant percentages of public transport users also used buses. All the learners in Mafube and Moqhaka LM who indicated that they used public transport were using taxis.

Figure 4.3: Main mode of travel to educational institution

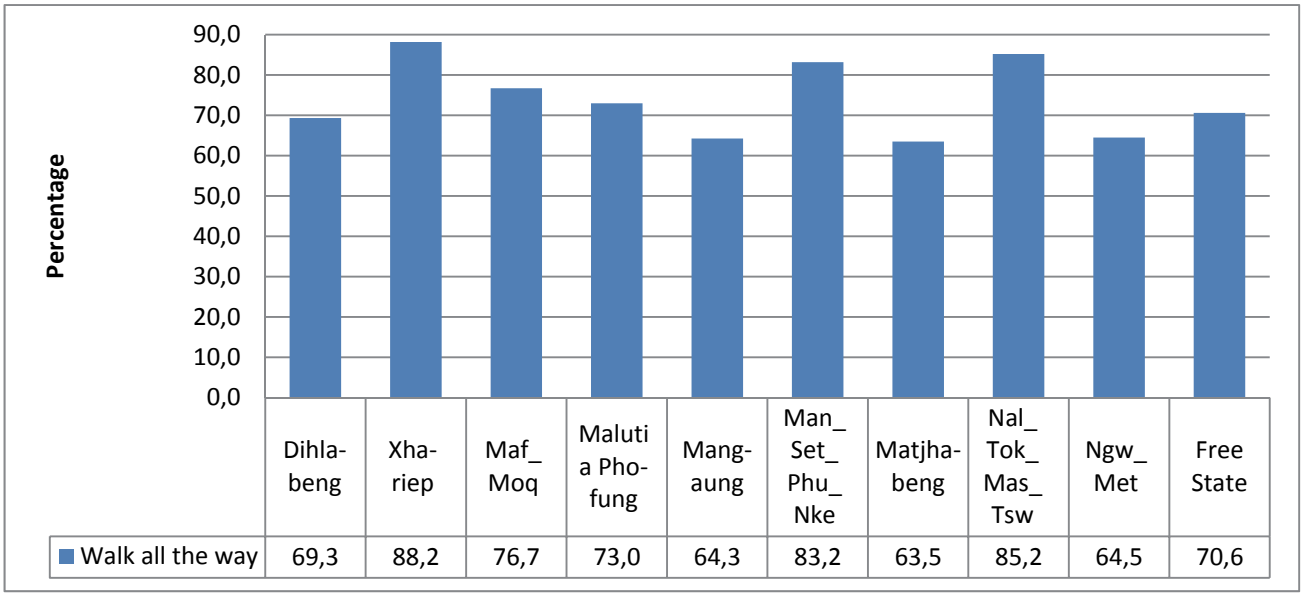


	Bus	Taxi	Walk	Other
Main mode	4,0	14,7	70,6	10,6

Percentages calculated within a geographic location.

Figure 4.3 shows the main mode of travel used by learners to their educational institution. This figure shows that the vast majority of learners (70,6%) walked all the way.

Figure 4.4: Percentage of persons who attended educational institutions who walked all the way by municipality



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Walk all the way	69,3	88,2	76,7	73,0	64,3	83,2	63,5	85,2	64,5	70,6

'Car' includes car/truck driver and car/truck passenger

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

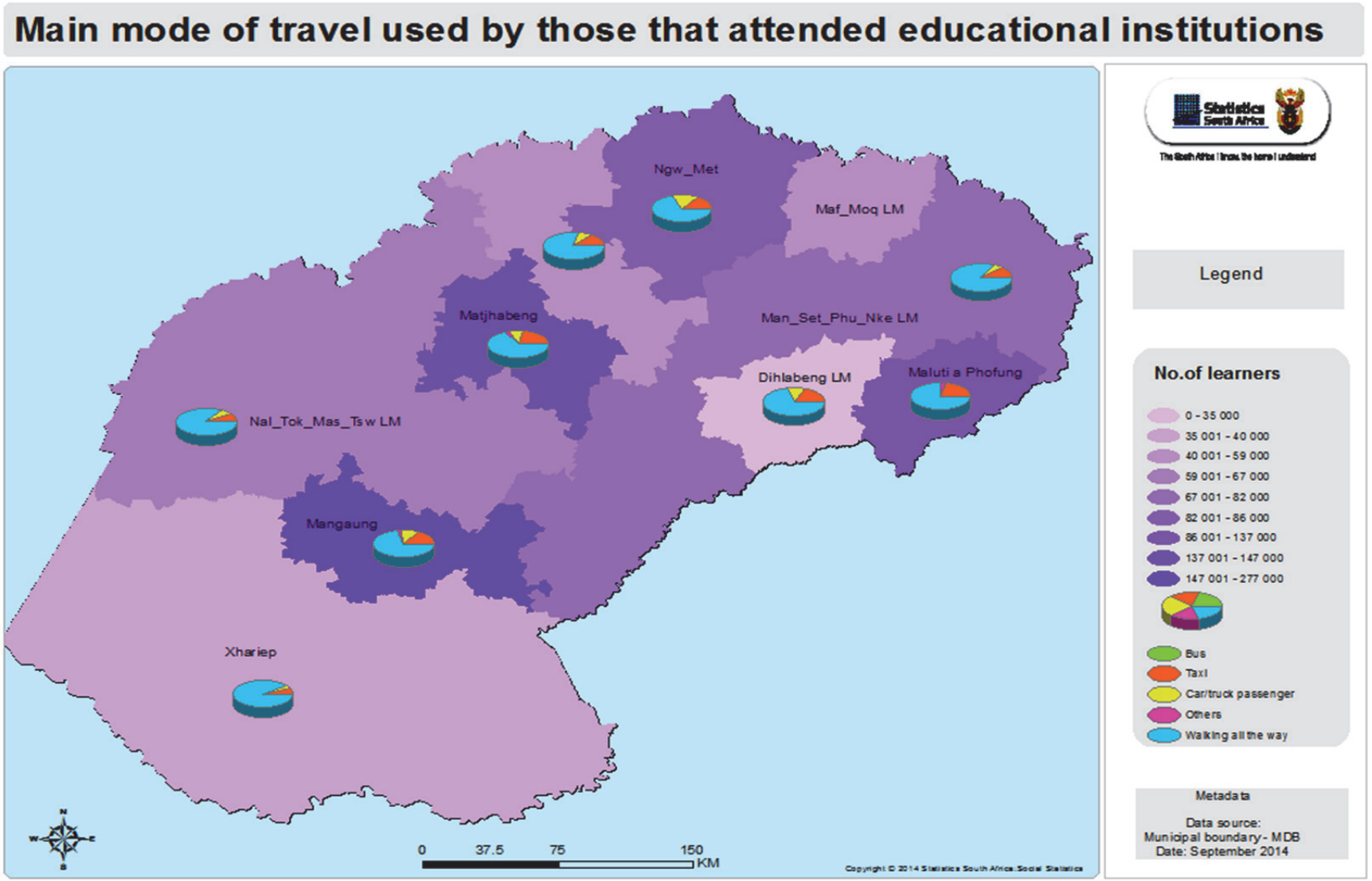


Table 4.6: Learners attending school's main mode of travel to the educational institution by municipality

Mode of travel	Statistics (numbers in thousands)	Municipality (per cent within municipality)									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_ Nke	Matjhabeng	Nal_Tok_Mas_ Tsw	Ngw_ Met	Free State
Taxi	Number	4	1	5	15	17	6	16	3	6	**74**
	Per cent	5,7	1,9	7,1	20,1	23,1	8,0	21,7	4,4	8,1	**100,0**
Car/truck passenger	Number	2	1	3	*	17	3	9	3	9	**48**
	Per cent	4,5	1,6	7,0	*	34,9	6,3	19,4	5,6	19,5	**100,0**
Walking all the way	Number	19	25	35	70	138	56	68	49	37	**497**
	Per cent	3,9	5,1	7,0	14,1	27,8	11,2	13,6	9,8	7,4	**100,0**
Other	Number	*	1	*	5	15	1	5	1	3	**31**
	Per cent	*	1,9	*	16,6	48,5	1,7	15,6	2,2	8,8	**100,0**
Total	**Number**	**26**	**28**	**45**	**91**	**187**	**65**	**98**	**55**	**55**	**649**
	Per cent	**4,0**	**4,3**	**6,9**	**13,9**	**28,8**	**10,0**	**15,1**	**8,5**	**8,5**	**100,0**

Percentage calculated across municipalities, within Free State.
The totals excluded the unspecified main mode of transport.
Other includes: car/bakkie driver, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 4.5, learners attending school used a large variety of transport modes. Of the 649 000 learners, 497 000 walked all the way to reach their educational institutions. More than a quarter (27,8%) of the walkers in the province were from Mangaung. Slightly less than a quarter of the taxi users in the province were also from this LM (23,1%). Taxis were the second most used mode of travel across all municipalities, except in Ngwathe and Metsimaholo LM, where some scholars were passengers in a car/truck.

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

Modes of travel	Statistics (numbers in thousands)	Institution					
		Pre-school	School	Higher education institution	Further Education and Training College	Other institutions	Total
Taxi	Number	20	74	13	14	6	**126**
	Per cent	15,5	11,3	41,1	47,9	32,6	**14,7**
Car/truck passenger	Number	19	48	3	1	*	**70**
	Per cent	14,7	7,4	9,6	2,8	*	**8,2**
Walking all the way	Number	84	497	4	9	9	**603**
	Per cent	66,2	76,5	12,4	31,9	50,0	**70,6**
Other	Number	4	31	11	5	3	**55**
	Per cent	3,6	4,8	36,9	17,5	16,1	**6,5**
Total	**Number**	**127**	**649**	**30**	**29**	**18**	**854**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: car/bakkie driver, bicycle, animal drawn transport, etc.
Unspecified types of institutions were excluded from the total for the calculation of percentages.

Table 4.6 summarises the main modes of transport used by learners to reach their different educational institutions. Walking all the way (70,6%) was the most common mode of travel used by learners in general, followed by taxis (14,7%). Three quarters of learners who attended school reported walking all the way (76,5%). The second most used mode of transport for scholars (11,3%) and pre-schoolers (15,5%) were taxis.

Learners who attended FET colleges, mostly used taxis (47,9%) and walked all the way (31,9%). Those who were attending higher educational institutions, mostly used taxis (41,1%) and 'other' (36,9%) modes of transport as their second most used mode of travel.

4.3 Departure, waiting, arrival and total travel times

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

Municipality	Number of persons who completed the question ('000)	Attendees' time of leaving to educational institution (per cent within municipality)			
		Before 07:00	07:00 to 07:59	08:00 or later	Total
Dihlabeng	34	27,4	67,6	5,1	**100,0**
Xhariep	40	12,4	79,1	8,5	**100,0**
Maf_Moq	59	24,5	70,4	5,1	**100,0**
Maluti a Phofung	135	36,4	53,8	9,8	**100,0**
Mangaung	273	31,8	57,7	10,4	**100,0**
Man_Set_Phu_Nke	82	30,7	62,3	7,1	**100,0**
Matjhabeng	144	21,4	65,7	12,8	**100,0**
Nal_Tok_Mas_Tsw	69	26,5	67,2	6,3	**100,0**
Ngw_Met	86	34,8	57,4	7,7	**100,0**
Free State	**922**	**29,2**	**61,6**	**9,2**	**100,0**

Percentages calculated within municipality.
Totals do not include unspecified cases of leaving time.

The majority of learners (61,6%) who attended educational institutions left home on the travel day between 07:00 and 07:59. Some learners (29,2%) travelled before 7:00, and less than ten per cent of learners (9,2%) travelled at 08:00 or later.

In Mangaung (57,7%) learners left their places of residence from 07:00 to 07:59. Maluti-a-Phofung LM (36,4%) and Ngwathe Metsimaholo LM (34,8%) had the highest proportions of learners who tended to leave before 7:00. Learners in Masilonyane, Nala, Tokologo and Tswelopele LM (6,3%), Dihlabeng LM (5,1%) and Mafube and Moqhaka LM (5,1%) started travelling at 8:00 or later.

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

Municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within municipality)			
		Up to 15 minutes	16–30 minutes	<30 minutes	Total
Dihlabeng	10	88,5	8,3	3,2	**100,0**
Xhariep	3	100,0	*	*	**100,0**
Maf_Moq	11	96,1	*	3,9	**100,0**
Maluti a Phofung	34	93,2	4,7	2,1	**100,0**
Mangaung	87	97,3	1,8	0,8	**100,0**
Man_Set_Phu_Nke	12	98,7	1,3	*	**100,0**
Matjhabeng	39	87,1	10,1	2,9	**100,0**
Nal_Tok_Mas_Tsw	8	93,7	6,3	*	**100,0**
Ngw_Met	28	98,4	1,6	*	**100,0**
Free State	**233**	**94,7**	**3,9**	**1,4**	**100,0**

Percentages calculated within district municipalities.
The totals excluded the unspecified cases of walking time.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 4.8, about 233 000 learners in the Free State indicated that they walked to get to their first transport. Most learners (94,7%) walked for up to 15 minutes, followed by learners (3,9%) who walked to their first transport for 16–30 minutes. Only a small percentage of learners (1,4%) walked to their first transport for more than 30 minutes. Dihlabeng LM and Matjhabeng LM were the only municipalities where 10% or more of the learners walked more than 15 minutes to their first transport.

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

Municipality	Number of learners who wait for the first transport ('000)	Waiting time			
		Up to 15 minutes		>15 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent
Dihlabeng	10	9	96,5	*	*
Xhariep	3	3	95,6	*	*
Maf_Moq	11	10	90,7	*	*
Maluti a Phofung	35	35	98,3	*	*
Mangaung	87	81	93,2	6	6,8
Man_Set_Phu_Nke	13	12	93,6	1	6,4
Matjhabeng	39	36	94,2	2	5,8
Nal_Tok_Mas_Tsw	8	7	91,6	*	*
Ngw_Met	25	23	92,6	*	*
Free State	**229**	**216**	**94,1**	**13**	**5,9**

Percentages calculated within municipality.
The totals excluded the unspecified cases of waiting time.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 4.9 illustrates that about 229 000 learners waited for their transport to arrive. The majority of learners (94,1%) waited for their first transport to arrive for up to 15 minutes and 5,9% waited for more than 15 minutes. The same pattern was observed in all municipalities. Maluti-a-Phofung LM, Dihlabeng LM, and Xhariep DM had the highest percentage of learners that waited for up to 15 minutes.

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

Municipality	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within municipality)		
		Up to 15 mins	>15 mins	Total
Dihlabeng	9	98,3	1,7	**100,0**
Xhariep	3	100,0	*	**100,0**
Maf_Moq	11	90,6	9,4	**100,0**
Maluti a Phofung	31	97,4	2,6	**100,0**
Mangaung	81	94,8	5,2	**100,0**
Man_Set_Phu_Nke	11	96,4	3,6	**100,0**
Matjhabeng	40	96,2	3,8	**100,0**
Nal_Tok_Mas_Tsw	6	100,0	*	**100,0**
Ngw_Met	21	94,2	5,8	**100,0**
Free State	**212**	**95,6**	**4,4**	**100,0**

Percentages calculated within municipalities
The totals excluded the unspecified cases of cases of walking time.

About 212 000 learners mentioned that they still had to walk at the end of the trip to reach their educational institutions. Ninety-six per cent of learners walked up to 15 minutes and 4,4% walked for more than 15 minutes. In Xhariep DM and Masilonyane, Nala, Tokologo, and Tswelopele LMs all learners walked at the end of the trip for up to 15 minutes; no learners walked for more than that.

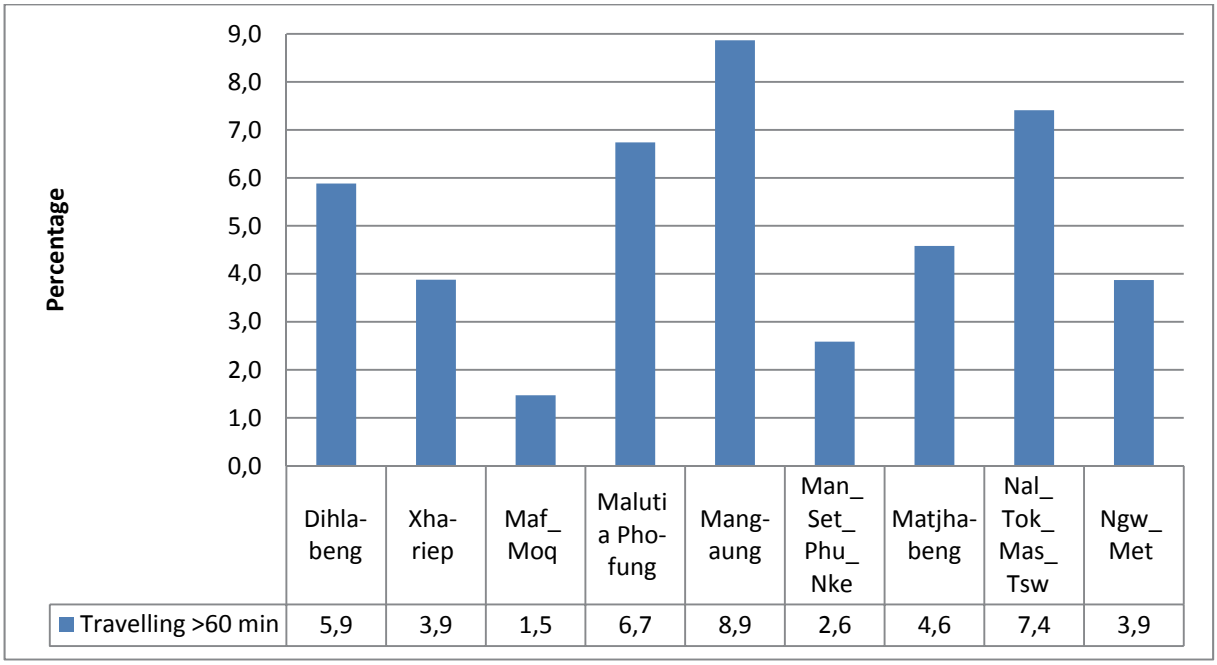
Table 4.12: Total time travelled to the educational institution by main mode of transport and municipality

Mode and time travelled in minutes	Municipality									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_ Nke	Matjhabeng	Nal_Tok_Mas_ Tsw	Ngw_ Met	Free State
Taxi										
Mean (minute)	34	43	28	38	45	30	36	40	36	37
1–30	73,5	60,8	71,0	58,7	35,7	67,2	62,1	50,5	66,0	60,6
31–60	16,9	7,6	27,0	30,1	47,1	30,1	24,5	38,6	15,7	26,4
61 plus	9,6	31,6	2,0	11,2	17,2	2,7	13,4	10,9	18,4	13,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck passenger										
Mean (minute)	24	32	20	9	23	17	22	19	17	20
1–30	94,6	82,1	83,5	85,5	85,8	100,0	83,3	95,4	98,4	89,9
31–60	*	17,9	7,8	14,5	13,4	*	14,7	*.	*	7,6
61 plus	5,4	*	8,7	*	*	*	2,0	4,6	1,6	2,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way										
Mean (minute)	29	22	22	27	29	25	26	26	21	25
1–30	73,2	86,9	96,1	75,0	72,3	88,7	76,7	80,6	87,3	81,9
31–60	22,5	10,8	3,3	21,1	23,1	8,4	22,1	12,9	10,7	15,0
61 plus	4,3	2,3	0,6	3,9	4,6	2,8	1,2	6,5	2,0	3,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Other										
Mean (minute)	44	37	26	45	65	40	40	29	35	40
1–30	56,1	*	93,2	55,6	8,6	30,0	54,0	57,0	63,2	46,4
31–60	15,9	100,0	6,8	16,2	50,6	70,0	26,3	43,0	36,8	40,6
61 plus	28,0	*	*	28,2	40,8	*	19,8	*	*	13,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals excluded the unspecified cases of mode and travel time.

Table 4.11 indicates that for most learners it took 1–30 minutes to reach their educational institutions for all modes of travel except ‘other modes’. In the Free State 82% of learners who walked all the way to their educational institution took 30 minutes or less to reach their destination. In Mangaung most learners who travelled by taxi took 31–60 minutes to reach their educational institutions (47,1%). Almost a third of learners in Xhariep DM, who used taxis, travelled more than an hour to their educational institution.

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

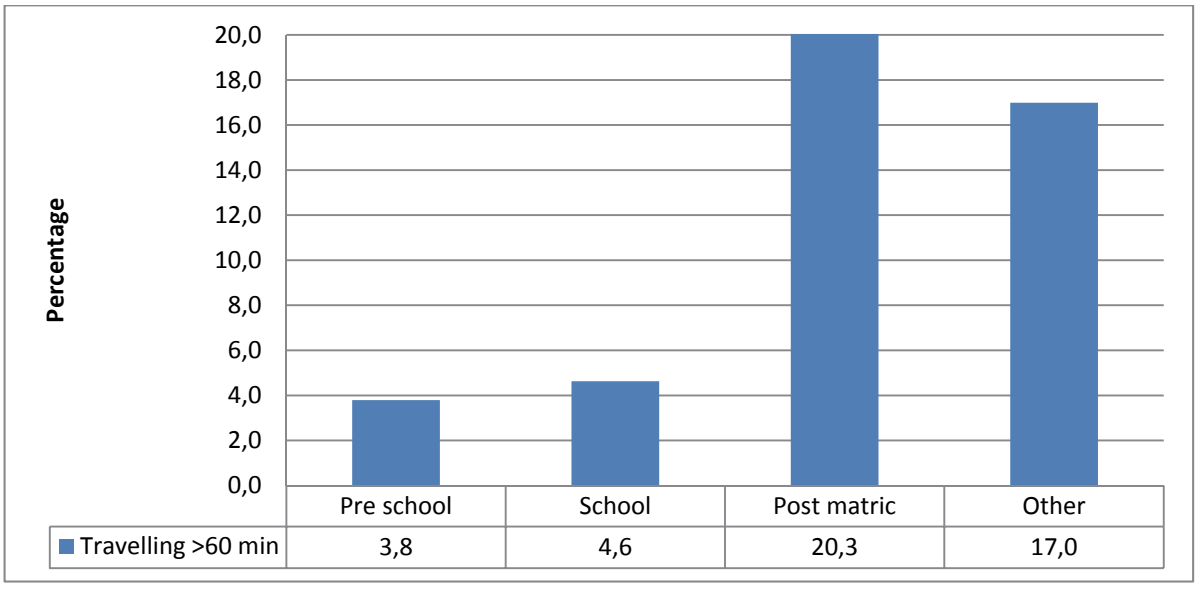


	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met
Travelling >60 min	5,9	3,9	1,5	6,7	8,9	2,6	4,6	7,4	3,9

Percentages calculated within the municipality.

Mangaung (8,9%) and Nala Tokologo Masilonyane and Tswelopel LMs (7,4%) had the highest percentage of learners travelling more than 60 minutes to their educational institutions, whilst Mafube and Moqhaka LM had the lowest percentages.

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

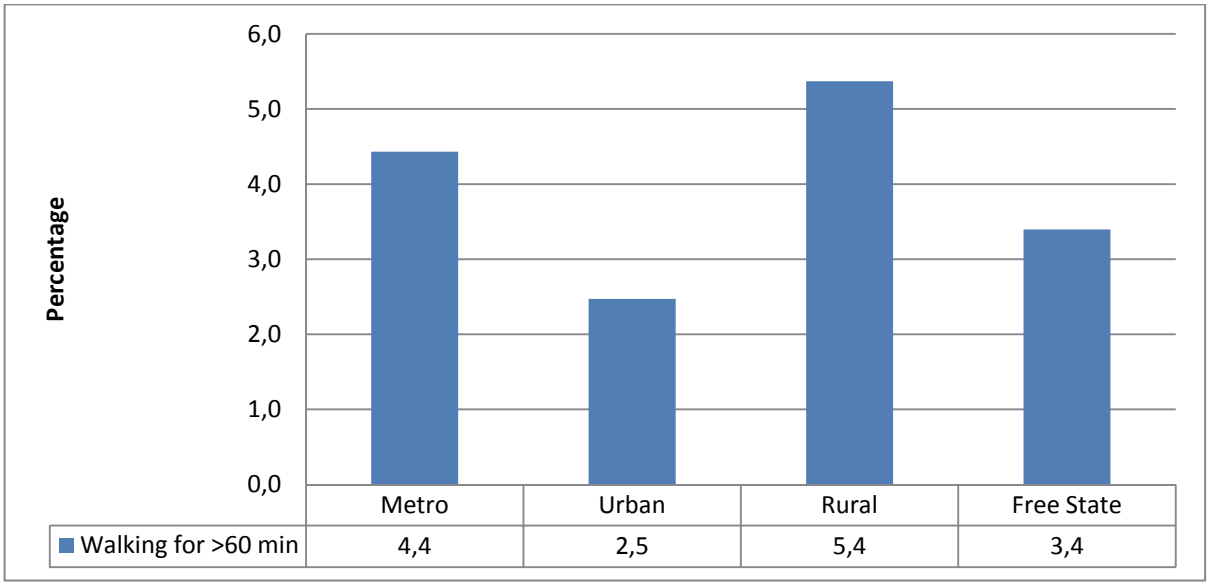


	Pre school	School	Post matric	Other
Travelling >60 min	3,8	4,6	20,3	17,0

Percentages calculated within educational institution.

Figure 4.6 shows that post-matric learners (20,3%) were more likely than other groups to travel for more than 60 minutes to their educational institutions. They were followed by those attending institutions classified as 'other' (17,0%), whilst less than 5% of school (4,6%) and pre-school learners (3,8%) travelled for more than 60 minutes.

Figure 4.7: Percentage of learners walking all the way for more than 60 minutes to their educational institution by geographic location



Percenatage calculated within a geographic location

According to Figure 4.7, about three per cent of all learners in the province walked all the way for longer than 60 minutes to their educational institutions. Rural learners (5,4%) were more likely to walk more than 60 minutes as compared to those located in metropolitan (4,5%) and urban (2,5%) areas.

4.4 Monthly cost of transport

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

Mode and monthly payment in rand	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	an_Set_Phu_ Nke	Matjhabeng	Nal_Tok_Mas_ Tsw	Ngw_ Met	Free State
Bus										
Mean (Rand)	223	40	*	397	531	226	323	155	400	**286**
1-100	*	100,0	*	*	2,4	12,8	1,9	65,2	*	**4,7**
101-200	*	*	*	*	3,9	*	42,2	*	*	**8,4**
200+	100,0	*	*	100,0	93,6	87,2	56,0	34,8	100,0	**86,9**
Total	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (Rand)	338	324	261	271	372	469	427	366	458	**365**
1-100	1,2	8,2	3,5	6,9	0,8	2,7	8,6	8,7	12,3	**5,4**
101-200	19,0	18,1	31,2	9,2	2,0	57,3	13,8	31,5	11,9	**13,5**
200+	79,8	73,8	65,3	83,9	97,2	40,0	77,6	59,8	75,8	**81,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Other										
Mean (Rand)	1941	746	120	279	554	125	316	157	315	**506**
1-100	*	*	*	*	2,9	56,8	*	36,9	59,9	**8,8**
101-200	*	*	100,0	*	19,6	21,6	36,2	63,1	*	**24,6**
200+	100,0	100,0	*	100,0	77,4	21,6	63,8	.	40,1	**66,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

All other modes of travel (car as driver and car as passenger) are all combined in 'Other'.
The totals excluded the unspecified cases of mode and travel cost.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

The results summarised in Table 4.12 show that using other modes of travel was the most expensive with an average of R506 per month, followed by taxi users (R365 per month). For those who used buses to get to their educational institutions, costs were least expensive (R286 per month).

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

5.1 Introduction

In Free State province, workers use different modes of travel to reach their working place and back home, ranging from motorised to non-motorised vehicles, from car driver/passenger to buses and taxis. In metropolitan areas, roads are often congested during the times workers travel to and from work. The Department of Transport's vision in their Public Transport Strategy (2007) is to phase in a lasting legacy of Integrated Rapid Transport Service Networks, in all cities and rural districts to ensure sustainable, equitable and uncongested mobility in liveable cities and districts. According to the National Transport Policy (NTP), the needs of commuters, pensioners, the elderly, scholars, the disabled, tourists, and long distance passengers must be addressed because the service is customer based.

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

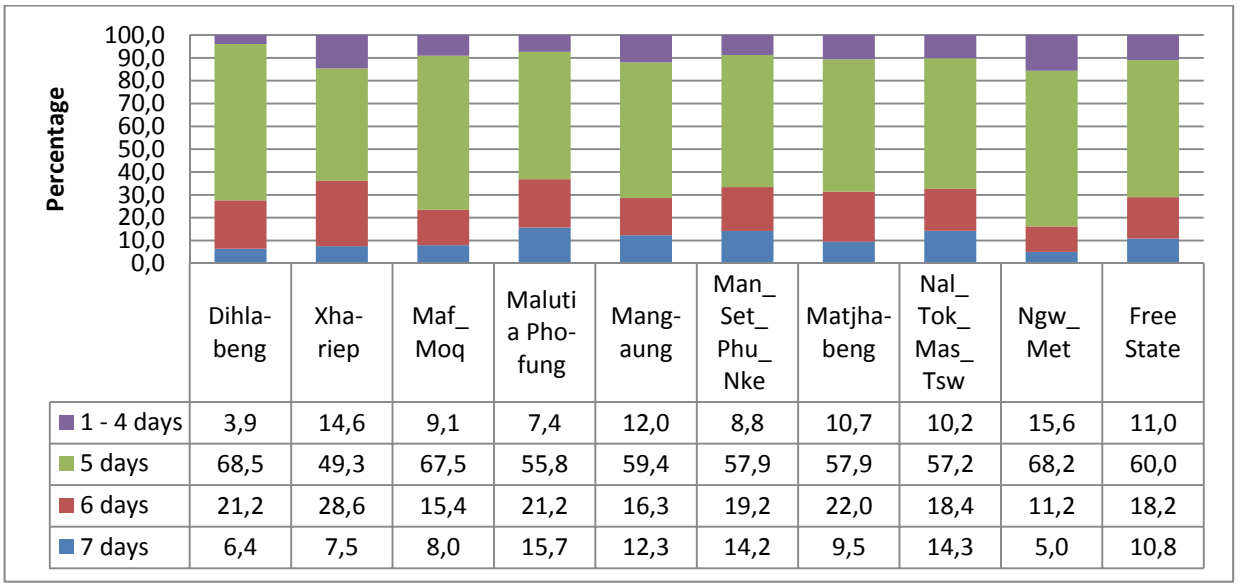
Table 5.1: Workers' disability status, geographic location and household income quintiles by municipality

Indicator	Statistics (numbers in thousands)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	an_Set_Phu _ Nke	Matjhabeng	Nal_Tok_Ma s_ Tsw	Ngw_ Met	Free State
Worker status											
Workers	Number	42	40	49	73	277	62	121	47	87	**798**
	Per cent	5,3	5,0	6,2	9,1	34,7	7,7	15,2	5,9	10,8	**100**
Disabled	Number	2	9	1	2	11	3	3	3	4	**37**
	Per cent	4,2	22,9	3,4	4,3	29,1	7,6	9,3	7,2	12,0	**100,0**
Geographic location											
Metro	Number	*	*	*	*	264	*	*	*	*	**264**
	Per cent	*	*	*	*	100,0	*	*	*	*	**100,0**
Urban	Number	36	29	42	26	*	47	118	40	84	**422**
	Per cent	8,6	6,9	9,9	6,0	*	11,2	27,9	9,6	19,9	**100,0**
Rural	Number	6	11	7	47	13	14	3	7	2	**111**
	Per cent	5,1	9,7	6,6	42,5	11,8	12,9	3,1	6,0	2,2	**100,0**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	0	1	1	0	1	1	4	1	0	**9**
	Per cent	2,6	8,6	15,2	4,8	7,3	9,6	42,5	6,0	3,4	**100,0**
Quintile 2	Number	5	5	8	16	32	15	21	11	12	**127**
	Per cent	4,2	4,3	6,7	12,8	25,0	12,2	16,4	8,8	9,6	**100,0**
Quintile 3	Number	10	12	14	23	59	26	24	12	22	**203**
	Per cent	5,1	6,0	7,1	11,3	29,2	12,9	11,7	5,9	10,9	**100,0**
Quintile 4	Number	11	10	8	20	75	10	38	12	19	**204**
	Per cent	5,3	5,0	4,0	9,8	37,0	5,2	18,9	5,7	9,2	**100,0**
Quintile 5 (highest income quintile)	Number	15	11	17	13	110	9	35	12	33	**256**
	Per cent	5,9	4,5	6,6	5,2	43,1	3,4	13,6	4,6	13,0	**100,0**

The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
- Not applicable

According to Table 5.1, about 34,7% of the workers in Free State live in Mangaung and 15,2% live in Matjhabeng LM. The least number of workers were located in Xhariep DM (5%). Disabled people are most likely to be found in Mangaung (29%) followed by Xhariep DM (22,9%). The municipalities with the highest proportions of rural workers were Maluti-a-Phofung LM (42,5%) and Mathjabeng LM (12,9%). Mangaung has the highest proportion of workers classified in quintiles 4 and 5 (50,1%), followed by Mathjabeng with 32,5%.

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



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
1 - 4 days	3,9	14,6	9,1	7,4	12,0	8,8	10,7	10,2	15,6	11,0
5 days	68,5	49,3	67,5	55,8	59,4	57,9	57,9	57,2	68,2	60,0
6 days	21,2	28,6	15,4	21,2	16,3	19,2	22,0	18,4	11,2	18,2
7 days	6,4	7,5	8,0	15,7	12,3	14,2	9,5	14,3	5,0	10,8

Percentages calculated within municipalities.

Figure 5.1 represents the number of days worked per week. Most of the working population in the Free State work for five days per week (60%), whilst 29% work for more than five days per week. A third or more of workers in Xhariep DM, Maluti-a-Phofung LM and Matjhabeng LM worked for more than five days per week.

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

Municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Dihlabeng	Number	1	25	10	**37**
	Per cent	3,9	68,5	27,6	**100,0**
Xhariep	Number	6	19	14	**39**
	Per cent	14,6	49,3	36,1	**100,0**
Maf_Moq	Number	4	30	10	**44**
	Per cent	9,1	67,5	23,4	**100,0**
Maluti a Phofung	Number	5	35	23	**63**
	Per cent	7,4	55,8	36,8	**100,0**
Mangaung	Number	31	156	75	**262**
	Per cent	12,0	59,4	28,6	**100,0**
Man_Set_Phu_ Nke	Number	5	34	20	**59**
	Per cent	8,8	57,9	33,4	**100,0**
Matjhabeng	Number	12	65	35	**112**
	Per cent	10,7	57,9	31,5	**100,0**
Nal_Tok_ Mas_Tsw	Number	5	26	15	**45**
	Per cent	10,2	57,2	32,6	**100,0**
Ngw_Met	Number	13	57	13	**83**
	Per cent	15,6	68,2	16,1	**100,0**
Free State	**Number**	**82**	**447**	**216**	**745**
	Per cent	**11,0**	**60,0**	**29,0**	**100,0**
Geographic location					
Metro	Number	31	148	71	**249**
	Per cent	12,4	59,2	28,4	**100,0**
Urban	Number	45	247	104	**396**
	Per cent	11,4	62,4	26,2	**100,0**
Rural	Number	6	52	41	**99**
	Per cent	5,9	52,4	41,6	**100,0**

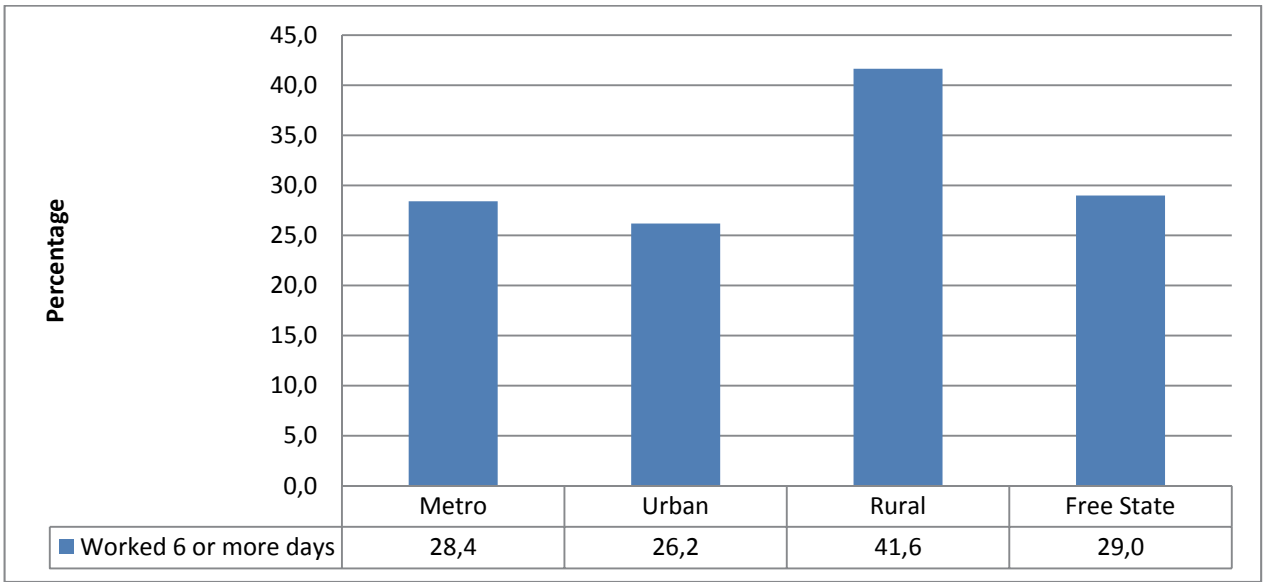
Percentages calculated within municipalities.

Totals exclude unspecified days of the week.

Table 5.2 summarises the number of days travelled to place of work per week. Sixty per cent of workers in the province work five days a week and almost 30% work for six days and more. Only 82 000 individuals indicated that they work 1–4 days. More than half of the workers (55,8%) in Maluti-a-Phofung LM travelled for five days in a week, followed by 36,8% of workers who travelled to work for six days or more.

The majority of people who live in urban areas (62,4%) travelled to work five days per week. Approximately half of those living in rural areas also travelled to work for five days per week. However, a significant percentage of rural workers (41,6%) also indicated that they work for six days and more as can be seen in Figure 5.2.

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



Percentages calculated within geographic location.

Figure 5.2 shows that the proportion of workers who worked six days or more were most likely to be located in rural areas (41,6%).

5.2 Modes of travel

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

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

Indicator	Statistics (numbers in thousands)	Main mode					
		Bus	Taxi	Car/truck/ company car driver	Car/truck passenger	Walk all the way	Other
Municipality							
Dihlabeng	Number	*	5	11	4	16	*
	Per cent	*	12,3	28,5	11,7	41,6	*
Xhariep	Number	*	*	5	1	30	*
	Per cent	*	*	14,0	3,7	79,4	*
Maf Moq	Number	*	9	18	2	13	1
	Per cent	*	19,8	41,9	5,5	29,6	2,6
Maluti a Phofung	Number	4	18	7	4	28	*
	Per cent	5,7	29,9	12,1	6,6	45,0	*
Mangaung	Number	26	86	74	19	43	4
	Per cent	10,3	34,1	29,4	7,6	16,9	1,7
Man_Set_ Phu_Nke	Number	1	5	11	5	35	1
	Per cent	2,0	8,5	18,5	8,1	60,7	2,1
Matjhabeng	Number	9	31	27	6	27	4
	Per cent	8,3	30,1	25,9	5,5	25,9	4,3
Nal_Tok_Mas_Tsw	Number	1	3	12	2	20	4
	Per cent	1,8	7,8	29,7	4,9	47,3	8,5
Ngw_Met	Number	2	17	32	8	20	2
	Per cent	2,0	20,7	39,3	10,5	25,0	2,5
Free State	**Number**	**43**	**174**	**198**	**52**	**231**	**19**
	Per cent	**6,0**	**24,3**	**27,6**	**7,3**	**32,3**	**2,6**
Workers and disability status							
Total number of workers	Number	43	174	198	52	231	19
	Per cent	5,4	24,4	27,8	7,4	32,5	2,6
Disabled workers	Number	1	8	5	2	17	2
	Per cent	3,0	22,8	13,1	7,0	49,7	4,5
Geographic location of workers							
Metro	Number	25	85	69	19	38	4
	Per cent	10,3	35,6	28,9	7,8	15,7	1,7
Urban	Number	15	77	115	29	132	13
	Per cent	4,0	20,2	30,2	7,6	34,6	3,4
Rural	Number	3	11	13	5	62	1
	Per cent	2,9	12,0	14,0	4,8	64,8	1,4
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	*	1	1	*	3	*
	Per cent	*	19,3	20,2	*	52,6	*
Quintile 2	Number	9	25	9	7	54	6
	Per cent	8,3	22,9	8,2	6,0	49,4	5,2
Quintile 3	Number	12	54	17	11	87	6
	Per cent	6,4	28,9	9,2	5,8	46,7	3,0
Quintile 4	Number	14	61	38	12	55	6
	Per cent	7,3	32,8	20,4	6,7	29,7	3,0
Quintile 5 (highest income quintile)	Number	7	33	132	22	32	2
	Per cent	2,9	14,4	58,1	9,8	14,0	0,7

The totals used to calculate percentages excluded unspecified cases of mode of travel.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: Aircraft, bicycle, scooter/motorcycle, etc.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.

Table 5.3 shows workers' disability status, geographic location, household income quintile and municipality by main mode. According to the table, most people walked all the way to their places of work (32,3%) which is followed by people who used car/truck/company car as a driver (27,6%) and taxis (24,3%) as their mode of travel. Out of the 174 000 workers in the province who used taxis as their main mode of travel, 22,8% were disabled.

More than a third (35,6%) of workers in metropolitan areas used taxis as their main mode of travel, followed by those who use a car/truck or company car as a driver (28,9%). In contrast to this, more than two thirds of rural workers (64,8%) walk all the way and only 14% drive cars/trucks/company cars and 12% make use of taxis as their main mode.

Workers in the lowest income quintile were more likely to have walked all the way than any other quintile (52,6%). Only 29,7% of workers in quintile four and 14,0% in quintile five walked all the way to work. Workers in the highest income quintile primarily used a car/truck as drivers (58,1%).

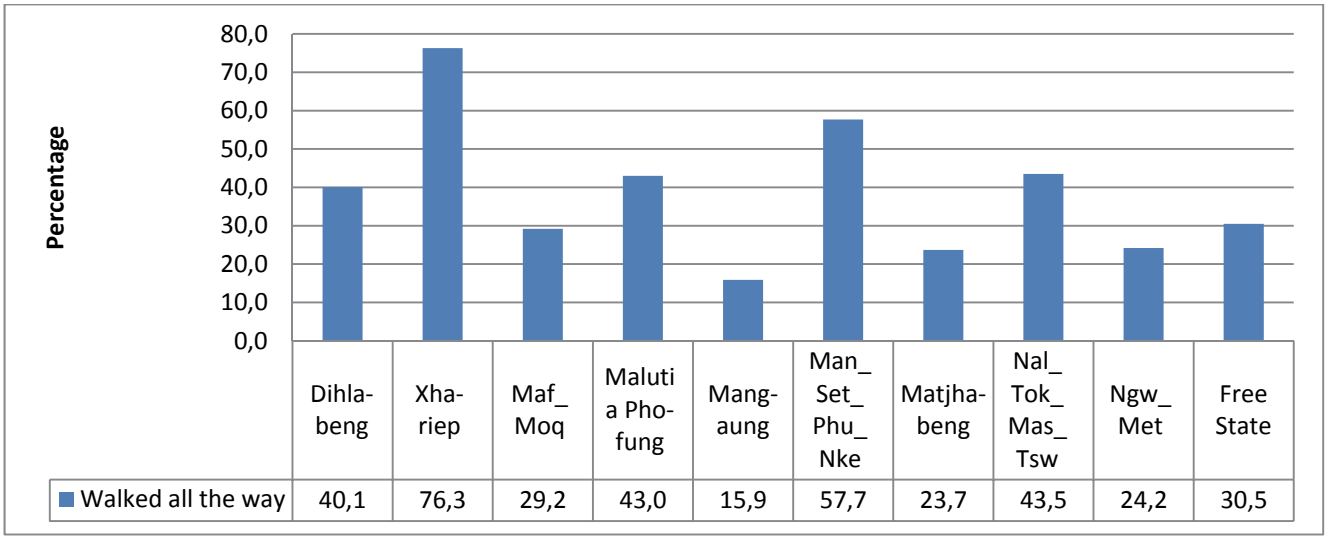
Table 5.4: Total number of trips to work using public transport by municipality

Municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Dihlabeng	*	4	**5**
Xhariep	*	*	*****
Maf_Moq	*	8	**8**
Maluti a Phofung	3	18	**21**
Mangaung	25	85	**111**
Man_Set_Phu_Nke	1	4	**6**
Matjhabeng	8	31	**39**
Nal_Tok_Mas_Tsw	0	3	**4**
Ngw_Met	1	16	**18**
Free State	**43**	**173**	**217**
% of all public transport trips	**19,9**	**80,1**	**100,0**

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

Table 5.4 shows the total number of work trips using public transport. Approximately 80% of workers from Free State used taxis as their main mode of travel and about of 20% used buses. The highest number of trips to work using taxi as public transport was found in Mangaung (85 000).

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



Percentages calculated within municipalities

Figure 5.3 reflects the percentage of workers who walk all the way to work per municipality. 'Walking all the way' was more likely to occur in Xhariep DM (76,3%), Mantsopa, Setsoto, Phumelela, Nketoana LMs (57,7%), Nala, Tokologo, Masilonyane and Tswelopele LMs (43,5%) and Maluti-a-Phofung (43,0%) than anywhere else in Free State. Workers were least likely to have walked all the way to work in Ngwathe and Metsimaholo LMs (24,2%), Matjhabeng LM (23,7%) and Mangaung (15,9%).

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

	Walked to work			Drove to work		
Municipality	**Number ('000)**	**% within Free State**	**% within municipality/geographic area**	**Number ('000)**	**% within Free State**	**% within municipality/geographic area**
Dihlabeng	16	6,9	40,1	9	5,2	38,5
Xhariep	30	13,1	76,3	4	2,6	49,1
Maf_Moq	13	5,6	29,2	12	7,0	38,7
Maluti a Phofung	28	12,0	43,0	7	3,9	17,7
Mangaung	43	18,4	15,9	69	41,2	31,5
Man_Set_Phu_Nke	35	15,0	57,7	8	4,5	30,7
Matjhabeng	27	11,6	23,7	23	13,6	27,3
Nal_Tok_Mas_Tsw	20	8,6	43,5	10	5,8	43,1
Ngw_Met	20	8,7	24,2	27	16,2	44,4
Free State	**231**	**100,0**	**30,5**	**168**	**100,0**	**32,9**
Geographic location						
Metro	38	16,3	14,8	65	38,5	30,5
Urban	132	57,0	32,8	91	54,0	35,0
Rural	62	26,7	60,9	13	7,4	31,9

The totals used to calculate percentages excluded unspecified cases.

Approximately 231 000 of Free State workers walk all the way to work. Since most workers in the province live in Mangaung, the highest percentage of workers who walked to work in the province was found in Mangaung (18,4%) and Mantsopa, Setsoto, Phumelela, Nketoana LMs (15%). However, when one considers the percentage of workers within municipalities, those in Xhariep LM (76,3%), Mantsopa, Setsoto, Phumelela, Nketoana LMs (57,7%) and Nala, Tokologo, Masilonyane and Tswelopele LMs (43,5%) are the most likely to walk all the way to work.

Approximately a third (168 000) of all Free State workers drove to work. Of these drivers, 41,2% were based in Mangaung whilst 16,2% were located in Ngwathe and Metsimaholo LMs and 13,6% lived in Matjhabeng LM.

Even though workers who cycled all the way are not included in the table, it is important to note that a total of 15 000 workers cycled all the way to work in Free State.

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

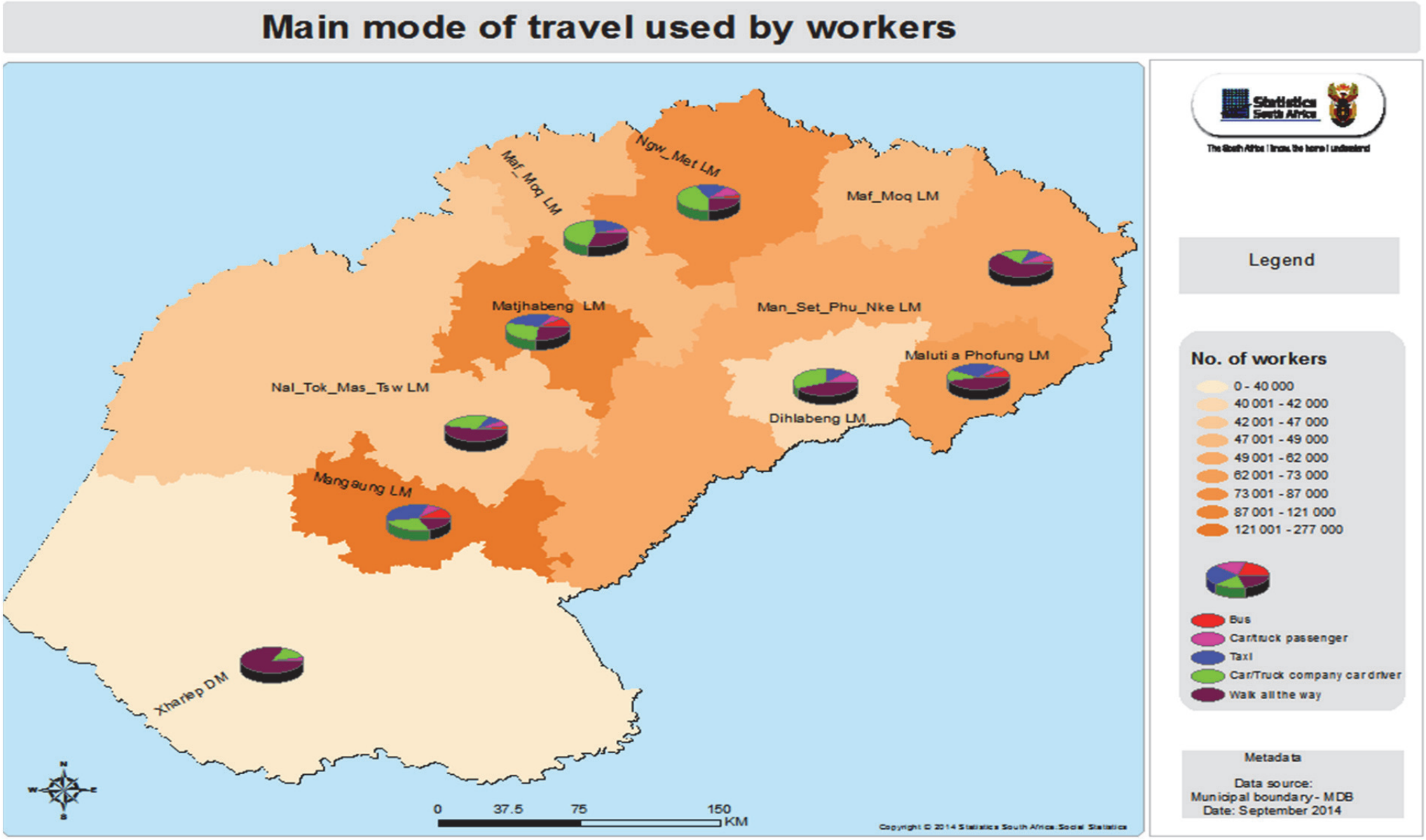
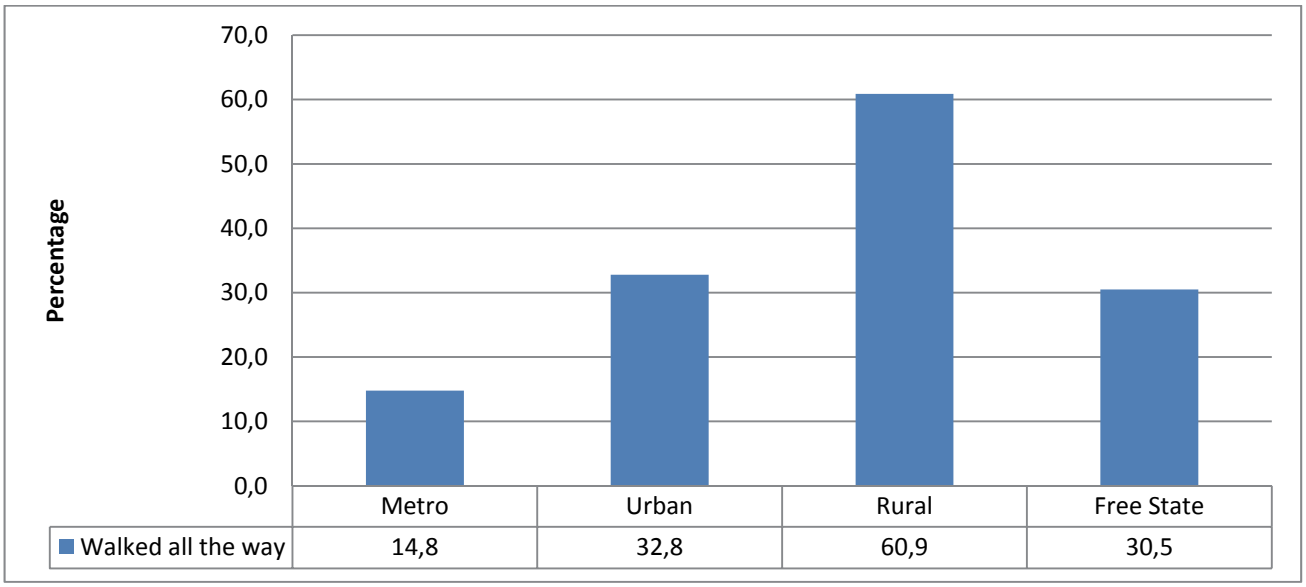


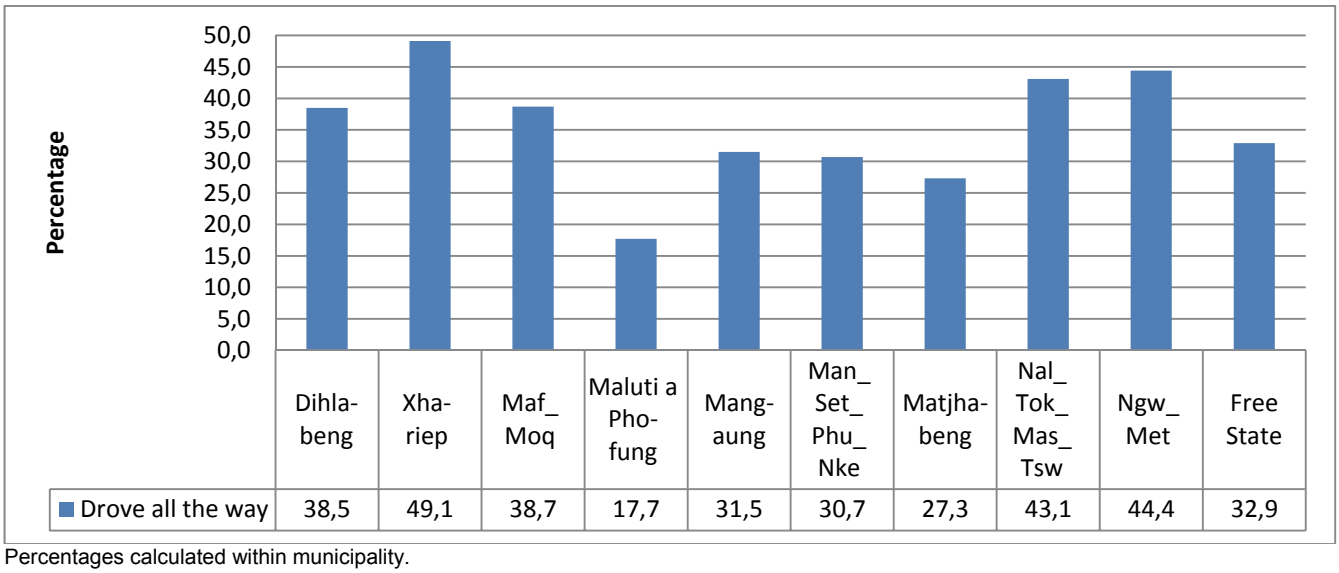
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within geographic location.

Figure 5.4 shows that rural workers (60,9%) were more likely to walk all the way than workers in urban (32,8%) and metropolitan areas (14,8%).

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



Percentages calculated within municipality.

Slightly more than a third (32,9%) of workers drove all the way to their place of work. The municipalities where workers were most likely to drive all the way to work were Xhariep DM (49,1%) and Ngwathe and Metsimaholo LMs (44,4%). Maluti-a-Phofung LM had the lowest proportion of workers who drove all the way to work (17,7%).

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

Municipality	Statistics (numbers in thousands)	Mode of travel		
		Car/ bakkie	Other	Total
Dihlabeng	Number	8	*	**9**
	Per cent	91,5	*	**100,0**
Xhariep	Number	4	*	**4**
	Per cent	93,6	*	**100,0**
Maf_Moq	Number	12	*	**12**
	Per cent	100,0	*	**100,0**
Maluti a Phofung	Number	6	*	**7**
	Per cent	94,2	*	**100,0**
Mangaung	Number	61	4	**65**
	Per cent	93,8	6,2	**100,0**
Man_Set_Phu_Nke	Number	6	1	**7**
	Per cent	88,5	11,5	**100,0**
Matjhabeng	Number	21	1	**22**
	Per cent	95,0	5,0	**100,0**
Nal_Tok_Mas_Tsw	Number	9	1	**10**
	Per cent	92,9	7,1	**100,0**
Ngw_Met	Number	26	*	**27**
	Per cent	94,3	*	**100,0**
Free State	**Number**	**153**	**10**	**163**
	Per cent	**94,1**	**5,9**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: truck/lorry, motorcycle/scooter and minibus (private).
Totals excluded unspecified cases for type of vehicle driven to work.

Table 5.6 summarises the mode of travel used by workers who drove all the way to their place of work. In Free State, 94% of workers who drove all the way used cars/bakkies to travel to work and 6% used other modes of transport. In Mafube and Moqhaka LM, all the workers drove all the way to work using a car/bakkie and Mantsopa, Setsoto, Phumelela, Nketoana LMs only had 88,5% of workers driving all the way.

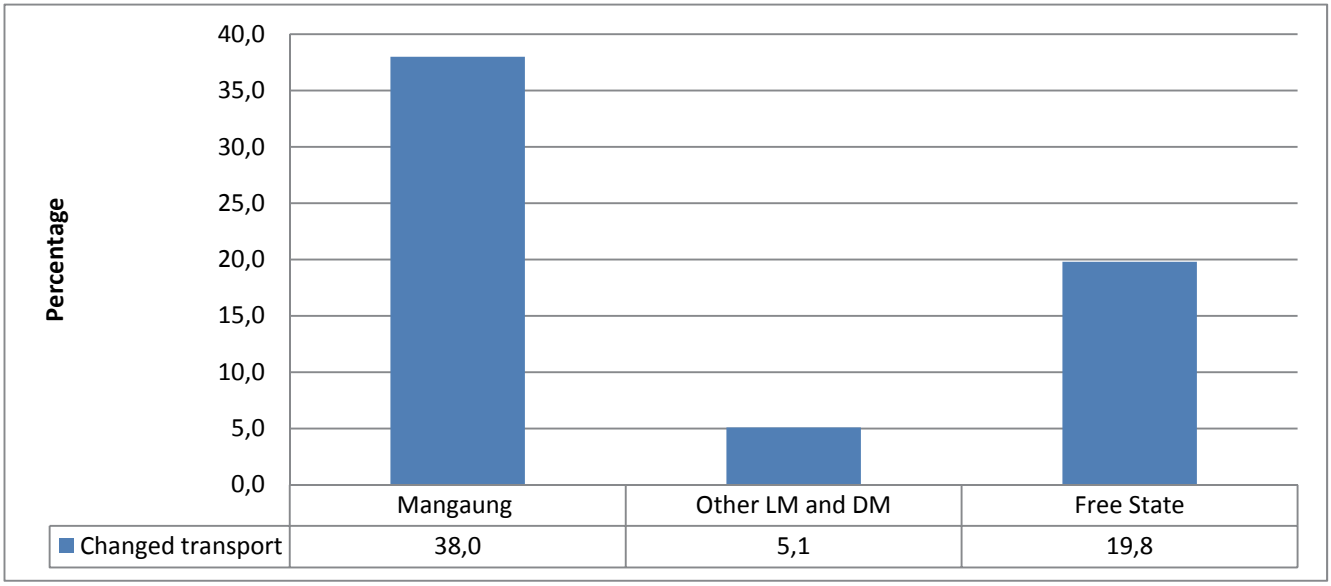
Table 5.7: Workers who changed transport at least once on the way to work by municipality

Municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within municipality	Per cent within Free State
Mangaung	139	53	38,0	85,7
Other LM and DM	172	9	5,1	14,3
Free State	**310**	**61**	**19,8**	**100,0**
Geographic location				
Metro	136	52	38,4	85,3
Urban	152	9	5,8	14,3
Rural	22	*	1,1	0,4

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

The table above shows the number of workers who had to connect once or more when travelling to work. Thirty-eight per cent (53 000) of the workers in Mangaung changed transport as opposed to five per cent or 9 000 who were from other local and district municipalities in the province. Workers in other municipalities were less likely than workers in Mangaung to change transport.

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



Percentages calculated within municipality.

Almost 20% of workers who did not drive all the way to work indicated that they changed transport during the course of their journey. More than a third of those who changed their mode of travel worked in Mangaung (38%) followed by other local and district municipalities (5,1%).

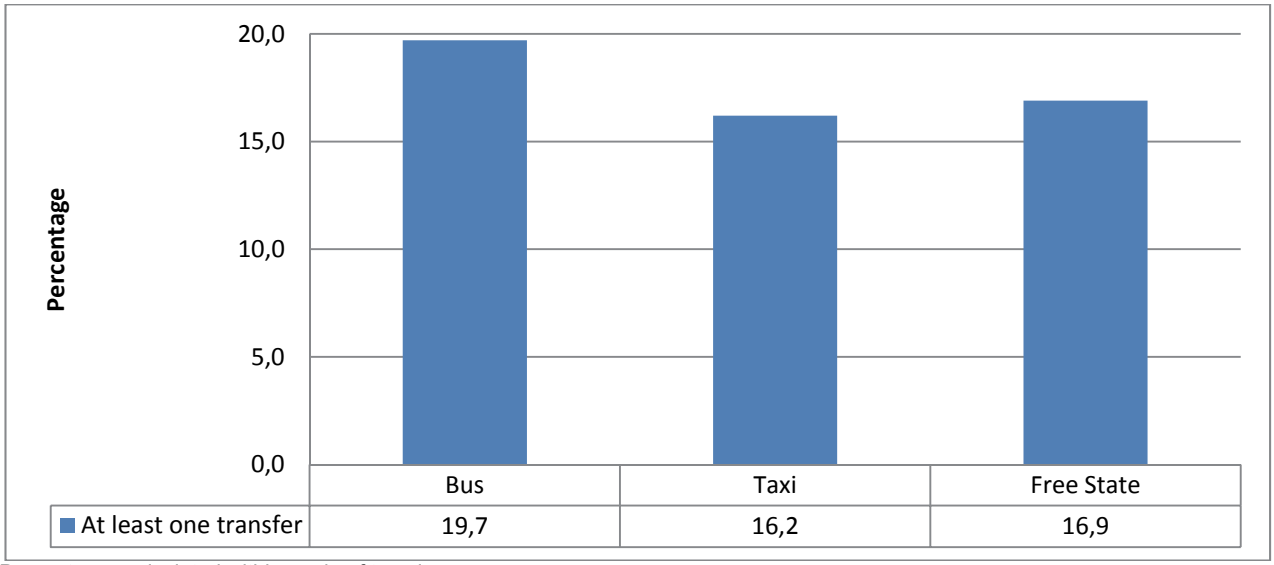
Table 5.8: Number of transfers made by public transport users

Main mode of travel	No. of transfers (percentage of trips)		
	0	1	2 and more
Bus	80,3	19,1	0,6
Taxi	83,8	15,9	0,3
Total	**83,1**	**16,5**	**0,4**

Percentages calculated within mode of travel.

Most workers who made at least one public transport transfer used a bus (19,7%). Taxi has the lowest number of transfers (16,2%).

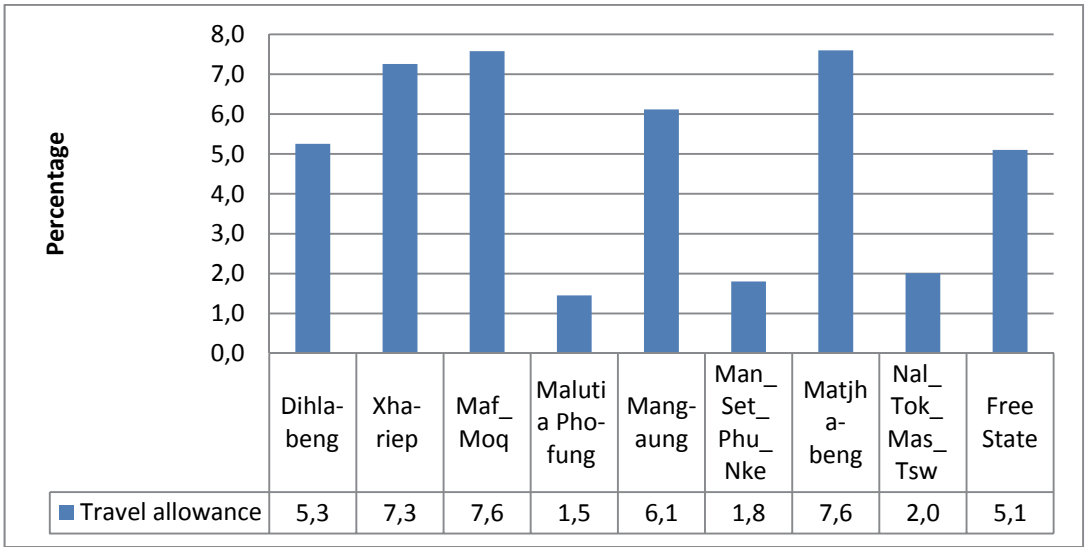
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentages calculated within mode of travel.

Most workers who made at least one public transport transfer used buses (19,7%) compared to 16,2% who made transfers when travelling on taxis.

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



No data for Ngwathe and Metsimaholo LM because the sample was too small.
Percentages calculated within municipality.

Figure 5.8 summarises data related to travel allowances paid to workers by their employers, using percentages calculated within municipalities. Workers in Matjhabeng LM (7,6%) and Mafube Moqaka LM (7,6%) were the most likely to receive travel allowances, whilst workers in Maluti-a-Phofung LM (1,5%) and Ngwathe and Metsimaholo LM were the least likely to receive these.

5.3 Departure, waiting, arrival and total travel times

Section 5.3 describes the NHTS 2013 findings in relation to the times workers leave for their different workplaces, waiting times for their first transport and general trip duration.

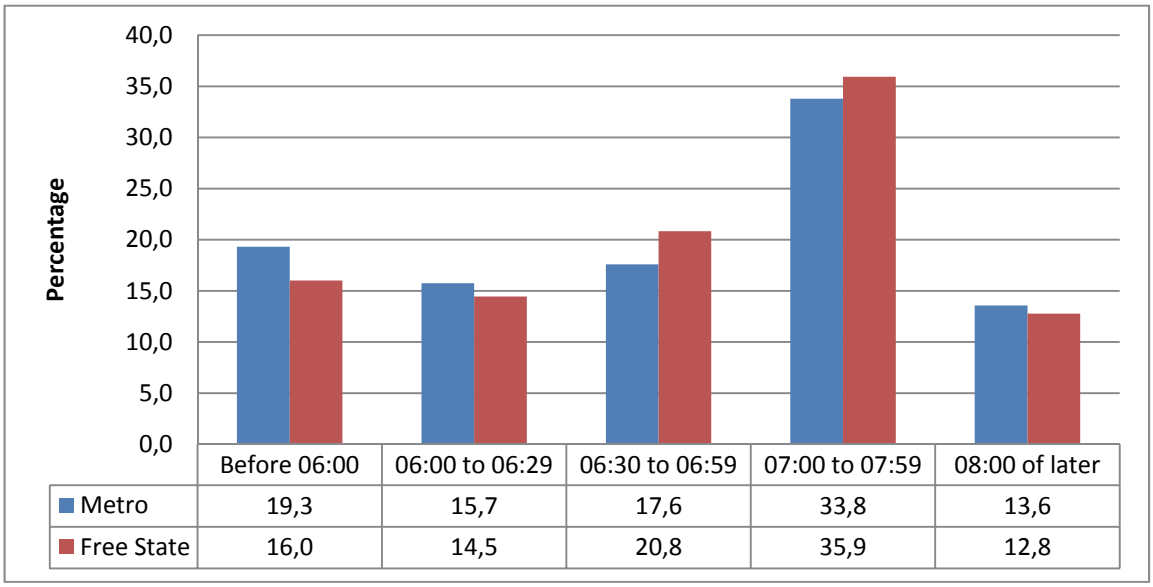
Table 5.9: Time workers leave for work by municipality

Municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Dihlabeng	38	8,3	14,7	12,3	50,8	13,9	**100,0**
Xhariep	38	7,2	9,4	21,6	50,5	11,3	**100,0**
Maf_Moq	44	13,3	18,8	22,3	38,2	7,4	**100,0**
Maluti a Phofung	61	14,2	16,4	23,5	36,1	9,9	**100,0**
Mangaung	251	19,2	15,4	18,3	33,6	13,5	**100,0**
Man_Set_Phu_Nke	57	7,0	14,3	20,6	42,3	15,8	**100,0**
Matjhabeng	103	25,3	8,7	18,4	32,9	14,7	**100,0**
Nal_Tok_Mas_Tsw	40	15,1	10,3	25,9	37,3	11,4	**100,0**
Ngw_Met	75	11,6	19,9	30,9	25,8	11,8	**100,0**
Free State	**708**	**16,0**	**14,5**	**20,8**	**35,9**	**12,8**	**100,0**
Geographic location							
Metro	239	19,3	15,7	17,6	33,8	13,6	**100,0**
Urban	373	15,9	14,3	21,3	35,3	13,2	**100,0**
Rural	95	8,2	11,7	27,0	44,0	9,1	**100,0**

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

More than a quarter (36%) of workers left their home or area of residence for work between 07:00 and 07:59 in the morning as shown in Table 5.9. Dihlabeng LM (50,8%), Xhariep DM (50,5%) and Mantsopa, Setsoto, Phumelela, Nketoana LMs (42,3%) recorded the highest percentages of people leaving their homes/residential places between 07:00 and 07:59 in the morning. The lowest percentages who leave between 07:00 and 07:59 were found in Ngwathe and Metsimaholo LM (25,8%). Workers who leave for work before 06:00 were found in metropolitan areas (19,3%) and between 06:30 and 06:59 are in rural areas with more than a quarter (27%).

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



Percentages calculated within geographic location and Free State.

Approximately 33,8% in metropolitan areas left for work between 07:00 and 07:59, and 19,3% before 06:00.

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

Municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Dihlabeng	38	3,8	4,0	9,2	60,1	22,8	**100,0**
Xhariep	38	5,5	2,9	15,5	52,2	23,9	**100,0**
Maf_Moq	44	6,2	11,0	10,0	50,0	22,9	**100,0**
Maluti a Phofung	61	5,3	5,0	14,7	53,7	21,3	**100,0**
Mangaung	251	4,9	5,0	12,4	49,2	28,5	**100,0**
Man_Set_Phu_Nke	57	1,6	5,4	11,3	55,1	26,7	**100,0**
Matjhabeng	103	18,1	7,6	8,9	42,4	22,9	**100,0**
Nal_Tok_Mas_Tsw	40	5,6	8,4	14,9	47,9	23,2	**100,0**
Ngw_Met	**75**	**7,0**	**4,7**	**22,2**	**46,0**	**20,2**	**100,0**
Free State	**708**	**6,9**	**5,8**	**13,0**	**49,5**	**24,8**	**100,0**
Geographic location							
Metro	239	5,0	4,9	12,5	48,8	28,8	**100,0**
Urban	373	9,2	6,3	13,4	47,5	23,6	**100,0**
Rural	95	2,4	6,1	13,0	58,9	19,7	**100,0**

Percentages calculated within municipalities.

The totals used to calculate percentages excluded unspecified cases for arrival time.

Table 5.10 shows workers' arrival time at their workplaces. It shows that 49,5% of the working population arrived at work between 07:00 and 07:59 in the morning and a further 24,8% at 8:00 or later. Workers in Dihlabeng LM (60,1%), Mantsopa, Setsoto, Phumelela, Nketoana LM (55,1%) and Maluti-a-Phofung LM (53,7%) were most likely to arrive at work between 7:00 and 7:59.

Municipalities where most workers tended to arrive at work at 8:00 or later were Mangaung (28,5%), Mantsopa, Setsoto, Phumelela, and Nketoana LMs (26,7%). Only Matjabeng LM (18,1%) had a significant percentage of workers who arrived before 06:00 in the morning.

Most workers in the rural areas (58,9%) were also more likely to arrive at work between 07:00 and 07:59 as indicated in the table. The majority of workers in both urban and metropolitan areas also arrived at their place of work from 07:00 to 07:59.

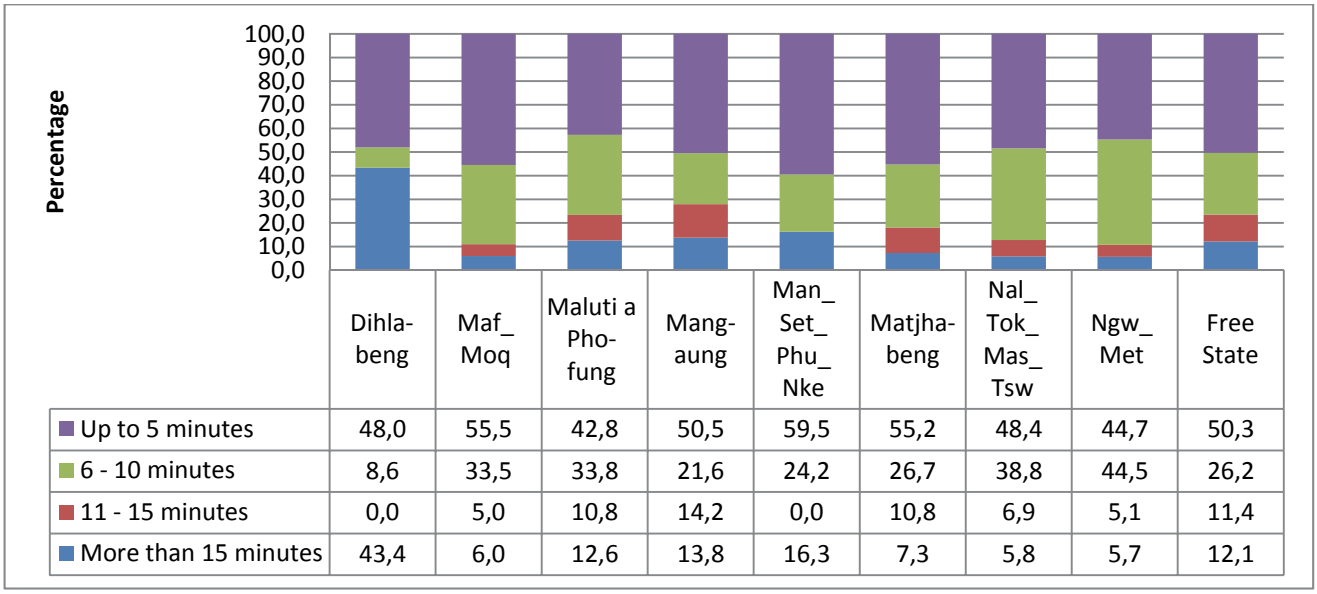
Table 5.11: Workers by municipality and walking time to the first public transport

Municipality	Number of workers who walked to first public transport	(per cent within municipality)				
		Up to 5 min	6-10 min	11-15 min	>15 min	Total
Dihlabeng	4	48,0	8,6	*	43,4	**100,0**
Xhariep	*	*	*	*	*	*
Maf_Moq	7	55,5	33,5	5,0	6,0	**100,0**
Maluti a Phofung	21	42,8	33,8	10,8	12,6	**100,0**
Mangaung	100	50,5	21,6	14,2	13,8	**100,0**
Man_Set_Phu_Nke	5	59,5	24,2	.	16,3	**100,0**
Matjhabeng	30	55,2	26,7	10,8	7,3	**100,0**
Nal_Tok_Mas_Tsw	3	48,4	38,8	6,9	5,8	**100,0**
Ngw_Met	14	44,7	44,5	5,1	5,7	**100,0**
Free State	**185**	**50,3**	**26,2**	**11,4**	**12,1**	**100,0**

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

Half the commuters (50%) in Free State walked up to five minutes while the other half walked for more than five minutes to their first public transport. Slightly above 26% of commuters walked between 6-10 minutes to their first public transport. Mantsopa, Setsoto and Nketoane LMs had the highest percentage of workers who walked up to five minutes to their first public transport. In Mangaung approximately half of the workers walked for up to five minutes to their first transport and the other half walked for more than five minutes.

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



	Dihla-beng	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Up to 5 minutes	48,0	55,5	42,8	50,5	59,5	55,2	48,4	44,7	50,3
6 - 10 minutes	8,6	33,5	33,8	21,6	24,2	26,7	38,8	44,5	26,2
11 - 15 minutes	0,0	5,0	10,8	14,2	0,0	10,8	6,9	5,1	11,4
More than 15 minutes	43,4	6,0	12,6	13,8	16,3	7,3	5,8	5,7	12,1

Percentages calculated within municipality.

According to Figure 5.10, 50,3% of workers walked up to five minutes to their first public transport compared to 12,1% who walked for 15 and more minutes. Municipalities with the highest percentages of workers who walked more than 15 minutes were Dihlabeng LM (43,4%) and the lowest was Ngwathe and Metsimaholo LM (5,7%).

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Bus	35	52,4	26,0	14,4	7,2	100,0
Taxi	150	49,8	26,2	10,6	13,3	100,0
Total	**185**	**50,3**	**26,2**	**11,4**	**12,1**	**100,0**

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

Table 5.12 presents walking time to the first public transport. It shows that more than half of the public transport users used taxis. Significantly more of the bus users (52%), as opposed to taxi users (49,8%), said that they walked up to five minutes to get to their first transport. A significant per cent of taxi users (13,3%) indicated that they walked more than 15 minutes to their first public transport.

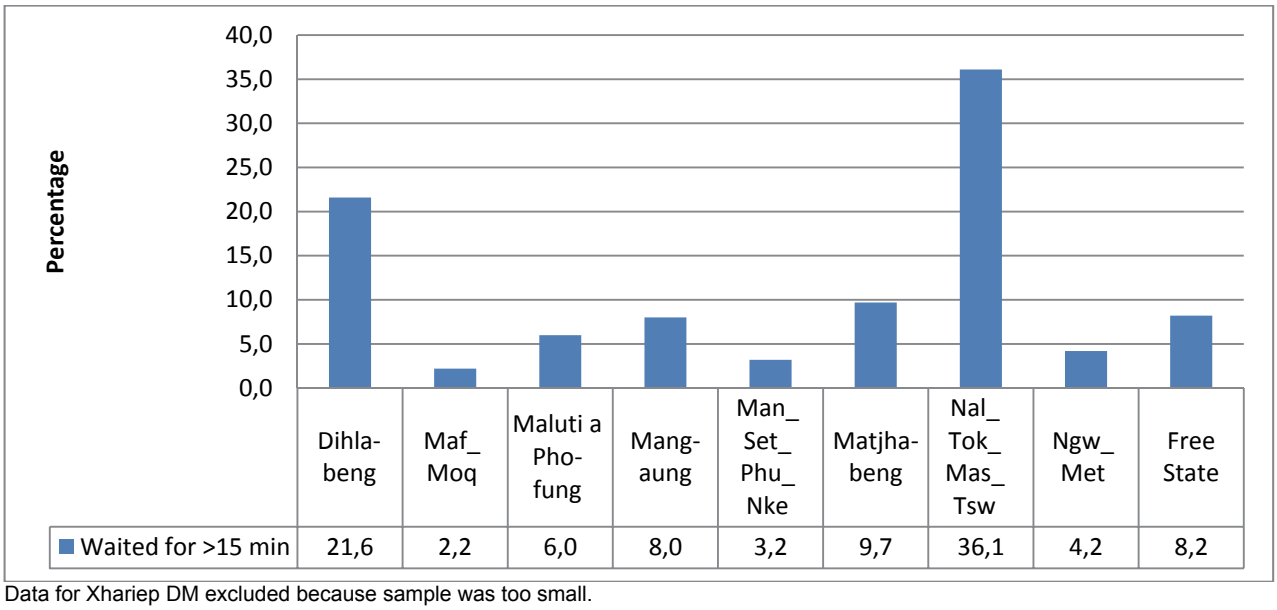
Table 5.13: Waiting time for first public transport (bus and taxi) by municipality

Municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Dihlabeng	4	42,4	17,3	18,7	21,6	**100,0**
Xhariep	*	*	100,0	*	*	**100,0**
Maf_Moq	8	65,9	20,9	11,0	2,2	**100,0**
Maluti a Phofung	20	74,1	10,2	9,7	6,0	**100,0**
Mangaung	95	58,0	26,9	7,1	8,0	**100,0**
Man_Set_Phu_Nke	4	64,6	16,6	15,6	3,2	**100,0**
Matjhabeng	31	63,0	18,8	8,5	9,7	**100,0**
Nal_Tok_Mas_Tsw	3	29,8	34,1	*	36,1	**100,0**
Ngw_Met	14	53,1	37,5	5,2	4,2	**100,0**
Free State	**180**	**60,0**	**23,9**	**7,9**	**8,2**	**100,0**

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

A total of 180 000 workers waited for their first public transport. More than half of the workers (60%) waited five minutes or less and eight per cent waited for more than 15 minutes for their first public transport. In Nala, Tokologo, Masilonyane and Tswelopele LM the highest proportion (36,1%) of workers who waited for their first public transport waited for more than 15 minutes.

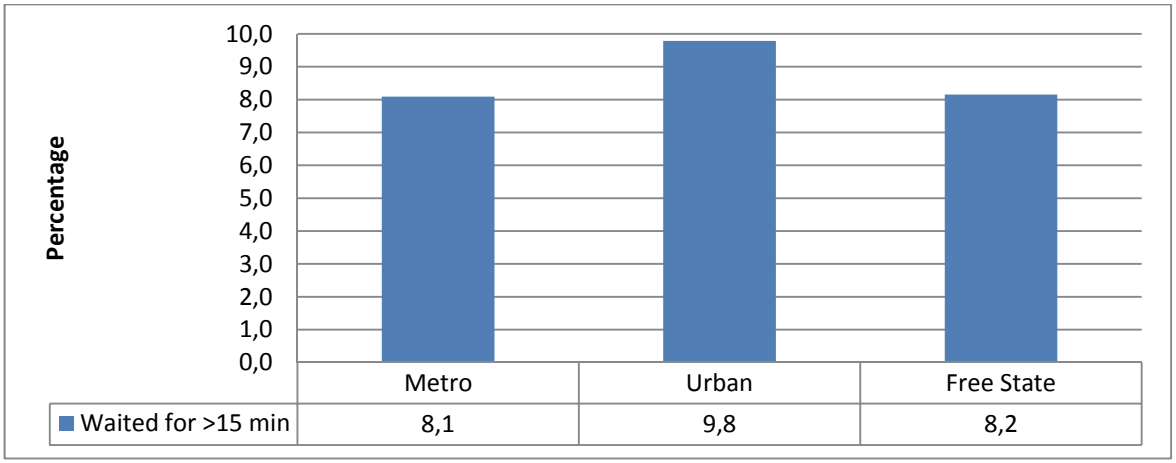
Figure 5.11: Percentage of workers who waited for more than 15 minutes for the first public transport by municipality



Data for Xhariep DM excluded because sample was too small.
Percentages calculated within municipality.

The highest percentage of workers who waited for more than 15 minutes for first public transport were found in Nala, Tokologo, Masilonyane and Tswelopele LM (36,1%) followed by Dihlabeng LM (21,6%).

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



Values are too small for rural location because of a small sub-sample.

Figure 5.12 shows that workers in urban locations tended to wait longer for their first public transportation than in metro locations. Less than ten per cent of workers (8,2%) waited for more than 15 minutes in the province as a whole.

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

Municipality	Mode of travel									
	Bus					Taxi				
	Total ('000)	Per cent in Free State				Total ('000)	Per cent in Free State			
		Up to 5 min	6-10 min	11-15 min	>15 min		Up to 5 min	6-10 min	11-15 min	>15 min
Dihlabeng	*	*	*	*	*	**3**	1,7	0,7	6,1	2,7
Xhariep	*	*	*	*	*	*	*	*	*	*
Maf_Moq	*	*	*	*	*	**8**	5,7	4,4	7,8	1,4
Maluti a Phofung	**3**	7,7	3,9	24,9	26,3	**17**	15,0	5,1	10,7	3,9
Mangaung	**22**	72,2	69,2	67,9	32,1	**73**	47,6	56,4	41,8	56,8
Man_Set_Phu_Nke	*	*	*	*	*	**4**	2,5	2,1	5,6	1,1
Matjhabeng	**5**	18,4	12,0	7,2	25,0	**26**	18,2	14,1	21,6	19,6
Nal_Tok_Mas_Tsw	*	*	*	*	*	*	1,0	2,0	*	9,4
Ngw_Met	*	*	*	*	*	*	8,2	14,6	6,5	5,0
Free State	**33**	**100,0**	**100,0**	**100,0**	**100,0**	**147**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated across municipalities, within Free State.
Totals used to calculate percentages excluded unspecified cases for waiting time (in minutes).

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis and buses. It is evident that there were more taxi than bus commuters. In Mangaung, which have the highest worker population and the highest number of workers who waited for the first public transport, most workers (72,2%) waited for up to five minutes for a bus. Matjhabeng LM had the second highest percentage of workers (18,4%) who waited for up to five minutes for a bus. The highest proportion of workers who waited for more than 15 minutes for a taxi were from Mangaung, followed by Matjhabeng LM with 56,8% and 19,6% respectively.

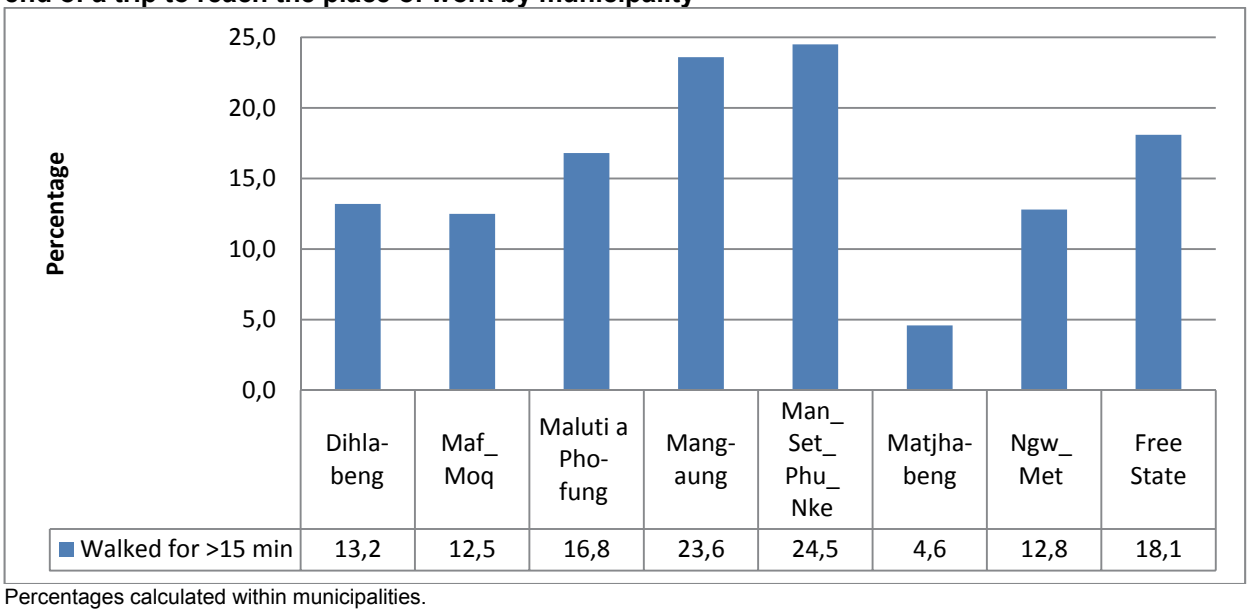
Table 5.15: Walking time at the end of the work trip using public transport (bus and taxi) by municipality

Municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within municipality)				
		Up to 5 minutes	6–10 minutes	11–15 minutes	>15 minutes	Total
Dihlabeng	3	58,3	18,4	10,1	13,2	**100,0**
Xhariep	*	*	*	*	*	*
Maf_Moq	7	46,6	30,0	11,0	12,5	**100,0**
Maluti a Phofung	19	61,8	18,0	3,4	16,8	**100,0**
Mangaung	92	39,6	21,9	14,9	23,6	**100,0**
Man_Set_Phu_Nke	4	52,2	16,9	6,4	24,5	**100,0**
Matjhabeng	26	73,8	18,7	2,9	4,6	**100,0**
Nal_Tok_Mas_Tsw	2	91,1	.	8,9	.	**100,0**
Ngw_Met	13	53,2	28,9	5,2	12,8	**100,0**
Free State	**165**	**50,0**	**21,4**	**10,4**	**18,1**	**100,0**

Percentages calculated within municipalities. * No data for Xhariep DM.

The table shows that most workers walked after being dropped off by their public transport in order to reach their place of work. Half the commuters walked five minutes or less to get to their final destination, and a further 21,4% walked between six and ten minutes. Approximately ten per cent of workers walked between 11 and 15 minutes. A quarter of workers in Mantsopa, Setsoto, Phumelela and Nketoana LM walked for more than 15 minutes while only 17% of workers walked between six to ten minutes at the end of the work trip to reach their place of work.

Figure 5.13: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by municipality



Percentages calculated within municipalities.

Figure 5.13 summarises walking times of 15 minutes or more at the end of a trip for workers who made use of public transport. It shows that 18,1% of individuals walked for 15 minutes or more.

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

Municipality	Transport mode					
	Bus				Taxi	
	Number of workers who walked at the end of the work trip ('000)	Per cent		Number of workers who walked at the end of the work trip ('000)	Per cent	
		Up to 5 min	> 5 min		Up to 5 min	> 5 min
Dihlabeng	*	*	*	3	1,6	2,1
Xhariep	*	*	*	*	*	*
Maf_Moq	*	*	1,6	7	4,5	5,1
Maluti a Phofung	2	5,6	10,9	16	15,3	8,1
Mangaung	19	60,8	82,8	72	41,3	63,3
Man_Set_Phu_Nke	*	3,1	1,7	4	2,6	2,6
Matjhabeng	2	22,1	1,1	23	23,4	9,8
Nal_Tok_Mas_Tsw	*	*	.	1	1,7	0,2
Ngw_Met	*	*	1,9	13	9,7	8,7
Free State	**26**	**100,0**	**100,0**	**139**	**100,0**	**100,0**

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

According to Table 5.16, there were 26 000 bus users and 139 000 taxi users who walked at the end of their work trip to reach their place of work. Mangaung had the highest proportion of bus users who walked for more than five minutes at the end of their work trip (82,8%) followed by Maluti-a-Phofung LM with 10,9%. Dihlabeng LM had the lowest percentage of workers who used taxis and who walked for up to five minutes at the end of their work trip.

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

Main mode of travel and total time in minutes	Municipality									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Bus										
Mean (minutes)	77	*	90	57	93	34	50	59	42	**63**
1-30	*	*	*	14,0	2,7	23,8	20,6	24,5	37,8	**9,5**
31-60	61,6	*	*	64,3	16,8	76,2	61,0	45,9	62,2	**34,7**
61+	38,4	*	100,0	21,7	80,4	*	18,4	29,5	*	**55,8**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (minutes)	48	19	41	38	53	30	39	36	44	**39**
1-30	34,2	100,0	54,7	60,3	29,1	77,3	46,0	56,5	49,5	**40,9**
31-60	52,5	*	31,5	32,0	43,3	22,7	45,3	34,5	39,1	**40,9**
61+	13,2	*	13,7	7,7	27,6	*	8,7	9,1	11,4	**18,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver										
Mean (minutes)	22	26	31	33	31	33	24	28	27	**28**
1-30	79,5	80,4	79,7	66,5	75,7	65,5	77,4	85,5	72,0	**75,7**
31-60	16,5	15,7	9,0	28,3	17,9	20,6	21,0	6,4	27,6	**18,7**
61+	4,0	3,9	11,3	5,3	6,4	13,8	1,6	8,1	0,4	**5,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger										
Mean (minutes)	33	46	35	42	36	44	33	25	34	**36**
1-30	60,7	30,5	34,7	48,3	75,9	53,8	58,7	73,7	59,4	**62.9**
31-60	31,1	69,5	65,3	27,8	12,9	26,8	28,3	26,3	34,6	**25.9**
61+	8,1	*	*	23,9	11,3	19,5	13,0	*	6,0	**11.2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way										
Mean (minutes)	32	20	32	30	42	27	29	27	34	**30**
1-30	64,8	90,5	69,2	69,6	52,9	76,3	68,8	72,1	75,7	**70.5**
31-60	25,8	7,0	23,4	24,2	25,6	19,9	26,6	21,8	9,7	**20.5**
61+	9,4	2,5	7,5	6,2	21,5	3,8	4,6	6,1	14,6	**9.1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals used to calculate percentages excluded unspecified cases for walking time (in minutes).

In Dihlabeng LM most workers who travelled by taxi took 31 to 60 minutes to their place of work (52,5%). Almost a quarter of workers in Mangaung (27,6%) needed more than an hour in a taxi to reach their work location.

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

Main mode and monthly payment in rand	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Bus										
Mean	201	*	280	340	530	228	320	187	202	**286**
1–100	38,4	*	*	*	2,2	*	4,5	*	27,3	**4,1**
101–200	*	*	*	4,2	*	36,7	62,2	70,5	*	**14,1**
200+	61,6	*	100,0	95,8	97,8	63,3	33,2	29,5	72,7	**81.8**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean	369	257	308	372	502	543	443	1275	519	**528**
1–100	*	*	1,2	2,1	0,5	3,8	*	*	*	**0.6**
101–200	*	*	15,6	1,8	4,0	9,7	0,5	22,2	5,5	**4.3**
200+	100,0	100,0	83,2	96,2	95,5	86,5	99,5	77,8	94,5	**95.1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver										
Mean	*	*	306	.	1381	120	200	120	1861	**665**
1–100	*	*	*	*	*	*	*	*	*	*
101–200	*	*	31,1	*	*	100,0	*	100,0	*	**17,6**
200+	*	*	68,9	*	100,0	*	100,0	*	100,0	**82,4**
Total	*	*	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger										
Mean	320	1355	*	270	802	815	653	700	197	**639**
1–100	40,6	*	*	21,7	3,3	*	*	*	26,0	**11,0**
101–200	*	*	*	*	*	*	*	*	*	*
200+	59,4	100,0	*	78,3	96,7	100,0	100,0	100,0	74,0	**89,0**
Total	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Totals used to calculate percentages excluded unspecified cases for travel mode and cost.

Most people who used taxis as their main mode of travel were paying R200 and more per month. The highest average monthly cost was found in Dihlabeng LM, followed by Xhariep DM, Matjhabeng LM and Maluti-a-Phofung LM.

6. Business trips

Business trips are defined as journeys taken by people aged 15 years and older, as part of their capability to accomplishing their work responsibilities. These trips are taken for various reasons, for example stakeholder meeting, visiting other company locations, conferences, etc. These trips must be 20 km radius away from the usual place of work; moreover, this dismisses trips made by one to their usual place of work. Business trips can be day or overnight trip(s).

This section reviews the business-related behaviour of the Free State province. More emphasis is given to the following aspects: geographic location of the business travellers, frequency of trips, main mode of travel used, and municipality of origin to municipality/province of destination.

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

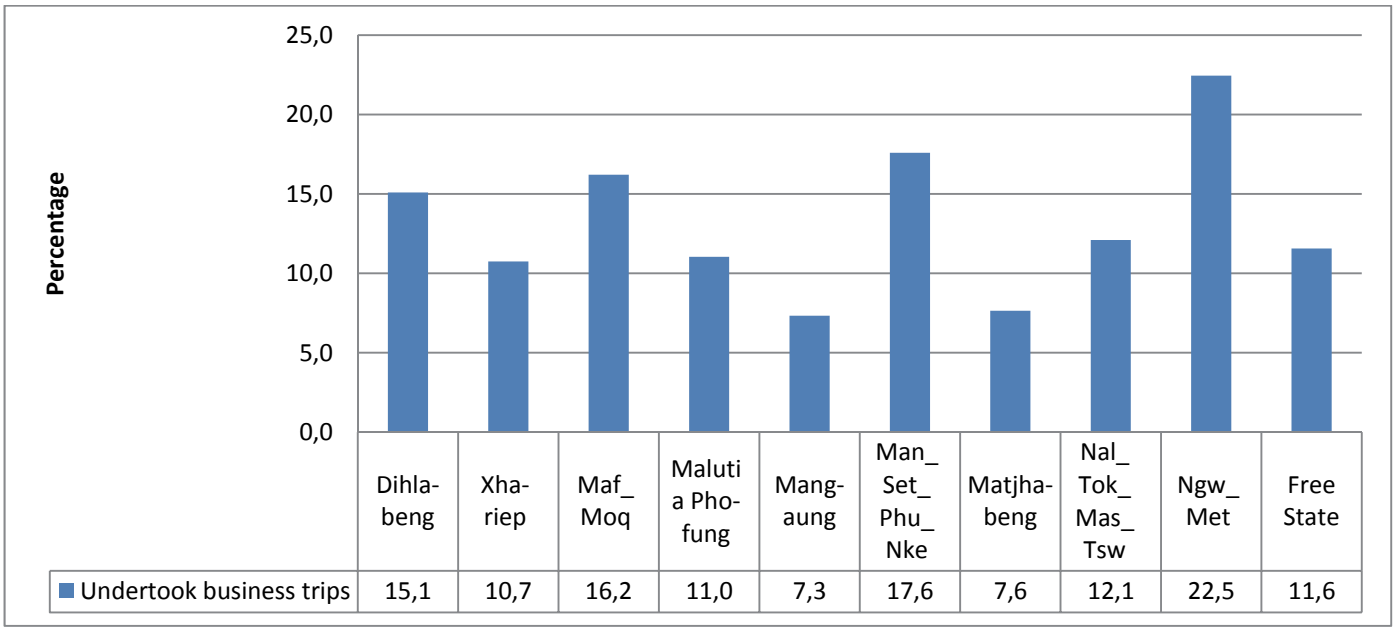
Municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within municipalities	Per cent within Free State
Dihlabeng	42	6	15,1	6,9
Xhariep	40	4	10,7	4,7
Maf_Moq	49	8	16,2	8,7
Maluti a Phofung	73	8	11,0	8,7
Mangaung	277	20	7,3	22,0
Man_Set_Phu_Nke	62	11	17,6	11,8
Matjhabeng	121	9	7,6	10,0
Nal_Tok_Mas_Tsw	47	6	12,1	6,2
Ngw_Met	87	19	22,5	21,1
Free State	**798**	**92**	**11,6**	**100,0**
Geographic location				
Metro	264	19	7,1	20,4
Urban	422	61	14,3	65,7
Rural	111	13	11,6	14,0

Percentages calculated across municipalities, within Free State.

Table 6.1 presents the distribution of people who took business trips during the month prior to the survey, by municipality. Of the 798 000 workers aged 15 and older that participated in this survey, only 92 000 showed that they undertook business trips during the reference period. This represents nearly twelve per cent (11,6%) of workers aged 15 years and older in the province.

Most of the workers in the Free State who undertook business trips came from the Mangaung (22%), followed by Ngwathe and Metsimaholo LM (21,1%). In Tokologo, Nala, Tswelopele, Masilonyane LM (6,2%) and Xhariep DM (4,7%), less than 7% of workers undertook business trips.

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



Percentages calculated within municipalities.

According to Figure 6.1, Ngwathe and Metsimaholo LM (22,5%) had the highest proportion of workers who undertook a business trip, while Mangaung counted just above 7%.

Table 6.2: Number of business trips taken during the calendar month prior to the interview by municipality

Municipality	Number of workers who undertook business trips ('000)	Number of business trips			Total
		1-3 trips	4-6 trips	7+ trips	
Dihlabeng	6	70,9	16,2	12,9	**100,0**
Xhariep	4	64,4	26,2	9,4	**100,0**
Maf_Moq	8	37,3	24,3	38,4	**100,0**
Maluti a Phofung	8	63,9	12,9	23,2	**100,0**
Mangaung	19	63,5	17,5	19,0	**100,0**
Man_Set_Phu_Nke	11	54,8	11,9	33,3	**100,0**
Matjhabeng	9	61,9	21,3	16,8	**100,0**
Nal_Tok_Mas_Tsw	5	64,4	26,1	9,5	**100,0**
Ngw_Met	19	92,2	5,2	2,6	**100,0**
Free State	**90**	**66,8**	**15,6**	**17,6**	**100,0**

Totals exclude unspecified cases of trips.
Percentages calculated within municipalities.

Table 6.2 demonstrates the number of business trips undertaken by workers in Free State: 66,8% of workers indicated that they have undertaken one to three trips during the reference period. Roughly 18% of the workers undertook business trips, while around 16% undertook four to six trips. More than 90% of workers undertook one to three business trips in Ngwathe and Metsimaholo LM (92,2%) during the reference period, while 17,6% undertook seven or more trips. In Dihlabeng LM (70,9%), 1–3 business trips were undertaken by workers, followed by those who undertook 4–6 trips (16,2%). Slightly more than 38% of the workers who undertook business trips in Mafubeng and Moqhaka LM (38,4%) took seven or more trips, followed by a similar percentage (37,3%) who undertook one to three trips.

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

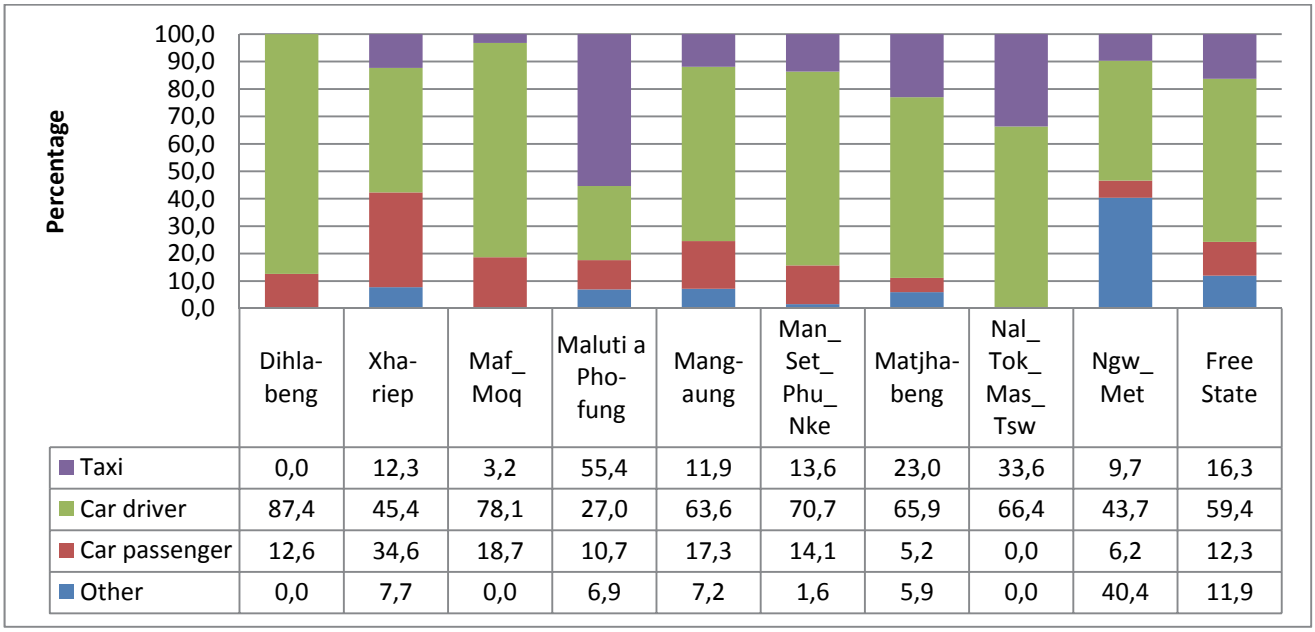
Mode of travel	Statistic (number '000)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_Nke	Matjhabeng	Nal_Tok_Mas_Tsw	Ngw_Met	Free State
Taxi	Number	*	1	*	4	2	1	2	2	2	**15**
	Per cent	*	12,3	*	55,4	11,9	13,6	23,0	33,6	9,7	**16,3**
Car/bakkie/truck driver	Number	5	2	6	2	13	7	6	4	8	**54**
	Per cent	87,4	45,4	78,1	27,0	63,6	70,7	65,9	66,4	43,7	**59,4**
Carbakkietruck passenger	Number	*	1	1	1	3	1	*	*	*	**11**
	Per cent	*	34,6	18,7	10,7	17,3	14,1	*	*	*	**12,3**
Other modes	Number	*	*	*	*	1	*	*	*	*	*
	Per cent	*	*	*	*	7,2	*	*	*	*	*
Total	**Number**	**6**	**4**	**8**	**8**	**20**	**11**	**9**	**6**	**19**	**91**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases.
Other modes include: Aircraft, bus, scooter/motorcycle, etc.
Percentages calculated within municipalities.

The information presented in Table 6.3 shows the main mode of travel used by workers who undertook a business trip. About 59,4% of workers who travelled for business used car/truck driver as their main mode of travel, followed by taxis (16,3%) which was the second most frequently used main mode. For business trips undertaken in Dihlabeng LM, 87,4% used car/truck driver as their main mode of travel, while 12,6% used car/bakkie as passenger. In Maluti-a-Phufong LM, 55,4% of the workers used taxis as their main mode of travel for business trips, followed by 27% who used a car/bakkie as drivers.

In Xhariep DM, for 45,4% of the business trips that were undertaken, car/truck driver was the main mode of travel followed by car/truck passenger (34,6%).

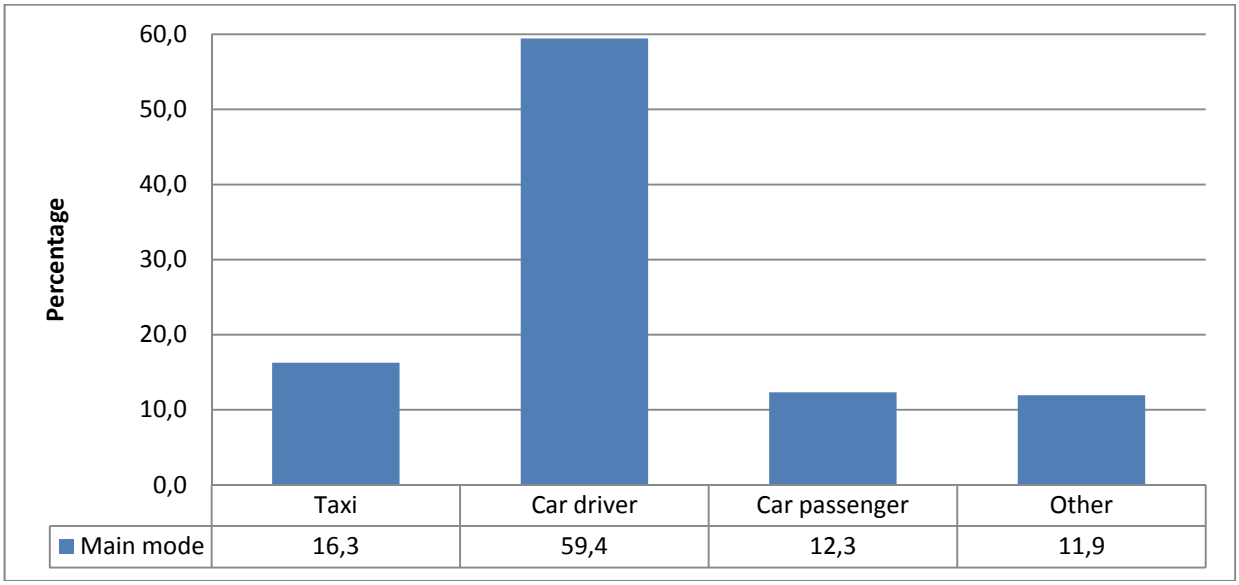
Figure 6.2: Percentage of business trips for which buses, taxis and aircraft were used by municipality



Percentages calculated within municipalities.

As presented in Figure 6.2, a car/bakkie driver (59,4%) was the most commonly used mode of travel for business trips in the Free State. About 16,3% of the workers in Free State used taxis as their mode of travel. Nearly nine in ten workers in Dihlabeng LM (87,4%) drove themselves for business trips, followed by workers in Mafube and Moqhaka LM (78,1%). In Maluti-a-Phofung LM more than a half of the workers used taxis (55,4%) for business trips.

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



Percentages calculated within mode of travel.

According to Figure 6.3, most business trips were taken using a car as a driver (59,4%), which is almost 60%. If the car driver and car passenger categories are combined, the total is 71,7%. The second commonly used mode was taxi (16,3%) in the Free State province, whilst other modes accounted for about 12%.

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

Municipality of origin	District of destination Number of trips ('000)					Free State
	Xhariep DM	Motheo DM	Lejeleputswa DM	Thabo Mafutsanyane DM	Fezile Dabi DM	
Dihlabeng	*	*	*	3	*	**3**
Xhariep	1	1	*	*	*	**2**
Maf_Moq	*	*	*	*	4	**4**
Maluti a Phofung	*	*	*	2	*	**2**
Mangaung	*	2	*	*	*	**3**
Man_Set_Phu_Nke	*	1	*	4	*	**5**
Matjhabeng	*	*	1	*	*	**2**
Nal_Tok_Mas_Tsw	*	*	1	*	*	**2**
Ngw_Met	*	*	*	*	10	**10**
Free State	**1**	**6**	**3**	**10**	**14**	**33**

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

Table 6.4 gives a presentation of the travel patterns of workers from their municipalities to the district municipality within the Free State province. About 33 000 business trips were undertaken within the district municipalities during the reference period. Fezile Dabi DM (14 000) had the highest number of business trips as a district of destination, followed by Thabo Mofutsanyane DM with about 10 000 business trips.

Of the 14 000 business travellers received by the Fezile Dabi DM, 10 000 were from Ngwathe and Metsimaholo LM and the remaining 4 000were from the Mafube and Moqhaka LM. Business travel by residents of Xhariep DM was limited to Xhariep DM, with 1 000 workers taking business trips within the district.

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

	Province of destination Number of trips ('000)			
Municipality of origin	**Free State**	**Gauteng**	**Other**	**Total**
Dihlabeng	3	*	*	**4**
Xhariep	2	*	*	**2**
Maf_Moq	4	*	*.	**4**
Maluti a Phofung	2	2	*	**5**
Mangaung	4	4	*	**9**
Man_Set_Phu_Nke	5	*	*	**6**
Matjhabeng	2	2	*	**4**
Nal_Tok_Mas_Tsw	2	*	*	**3**
Ngw_Met	10	3	*	**13**
Free State	**34**	**13**	**2**	**49**

Other provinces were not reported as destinations in the sample.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Most of the business trips originating from the municipalities in the Free State were undertaken within the Free State province, at about 34 000. The second most common province of destination was Gauteng with 13 000 trips, while other provinces received only 2 000 business trips. Workers in Ngwathe and Metsimaholo LM (10 000) mostly undertook business trips within the province. Only about 3 000 of the trips that originated in this LM were destined for Gauteng. Business trips that originated in Mangaung were equally likely to be destined for Free State (4 000) and Gauteng (4 000).

7. Other travel patterns

7.1 Introduction

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

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

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

7.2 Day trips

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

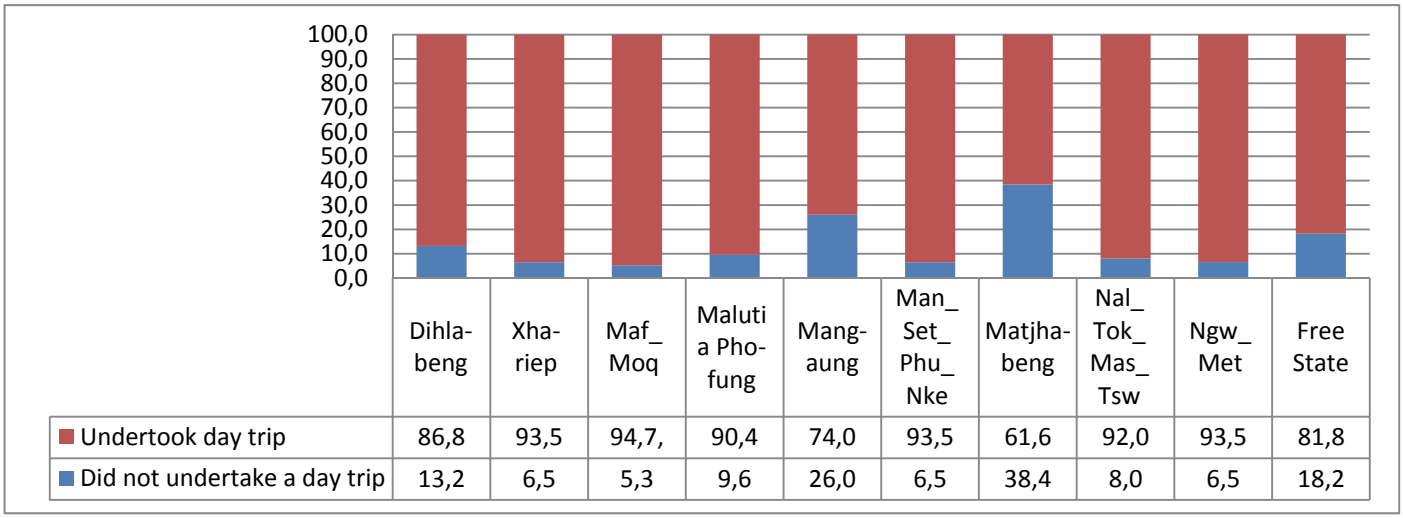
Municipality of origin	Number of persons aged 15 years and older	Trips taken away from usual home/place of residence		
		Number ('000)	Per cent in Free State	Per cent in municipality
Dihlabeng	86	74	4,6	86,8
Xhariep	101	94	5,8	93,5
Maf_Moq	135	128	7,9	94,7
Maluti a Phofung	216	196	12,1	90,4
Mangaung	610	451	27,8	74,0
Man_Set_Phu_Nke	163	152	9,4	93,5
Matjhabeng	316	194	12,0	61,6
Nal_Tok_Mas_Tsw	147	135	8,3	92,0
Ngw_Met	211	198	12,2	93,5
Free State	**1 985**	**1 623**	**100,0**	**81,8**

Percentages calculated across municipality, within Free State.
Totals exclude unspecified cases of trips.

Table 7.1 shows the distribution of day trips during the 12 months prior to the interview. A total of about 2 million persons, aged 15 and older, were interviewed and asked if they had undertaken day trips. These trips were defined as travelling away from one's usual home in the past 12 months, and returning on the same day. Approximately 1,6 million individuals indicated that they had undertaken day trips.

Mangaung (27,8%), Ngwathe and Metsimaholo LM (12,2%), Maluti-a-Phofung LM (12,1%) and Matjhabeng LM (12%) had the highest proportion of individuals who had undertaken day trips. In Mantsopa, Nketoana, Phumelela and Setsoto LM, more than 9% of the individuals who were interviewed indicated that they have undertaken day trips. In Mafubeng and Moqhaka LM roughly 95% of the people residing within the municipality (94,7%) undertook day trips away from their usual home/place of residence in the 12 months prior to the interview. About 61,6% of the residents in Matjhabeng LM undertook a day trip.

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



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Undertook day trip	86,8	93,5	94,7,	90,4	74,0	93,5	61,6	92,0	93,5	81,8
Did not undertake a day trip	13,2	6,5	5,3	9,6	26,0	6,5	38,4	8,0	6,5	18,2

Percentages calculated within municipalities.

When comparing municipalities in Figure 7.1, individuals 15 years and older who live in the Mafube and Moqhaka LM (94,7%) were most likely to take day trips, closely followed by Xhariep DM, Mantsopa, Phumelela, Nketoana and Setsoto LM with about 94%. Only six out of ten individuals in Matjhabeng LM (61,6%) were likely to take day trips.

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

Main purpose of trip	Municipality (per cent)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Visited home	19,5	14,8	10,1	12,6	13,0	23,3	21,5	12,9	10,6	**14,8**
Shopping – for business or personal	24,5	8,6	29,0	23,3	20,9	27,0	38,9	40,3	32,2	**27,0**
Sporting – as a spectator or participant	5,0	3,7	1,5	1,6	2,4	1,3	2,3	2,2	1,6	**2,2**
Visit friends and/or family	22,6	59,0	22,7	26,6	31,8	24,8	12,2	23,7	33,2	**28,1**
Funeral	15,7	2,8	23,3	12,0	14,5	13,6	13,1	7,5	11,1	**13,0**
Medical	2,5	5,1	4,3	5,3	3,5	2,6	2,9	2,8	3,4	**3,6**
Religious	4,4	3,8	5,2	9,6	8,2	3,4	3,0	5,9	5,5	**6,1**
Other purposes	5,7	2,2	4,0	9,1	5,6	4,1	6,0	4,7	2,6	**5,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within municipalities.
Other purposes include: Wellness, wedding and leisure/holiday.

Table 7.2 provides the reasons for undertaking a day trip. Visiting a friend and/or family (VFF) (28,1%) was the most common reasons for undertaking a day trip, followed by shopping for business/personal (27%). Thirteen per cent of day trips made were for funeral events, and 6,1% of day trips were made for religious purposes. Even though visiting friends and/or family was the most common reason given in the Free State, for more than half of the LMs shopping for business or personal things was provided as the main purpose by the largest percentage of travellers. For example, shopping was the main purpose for the highest proportion of travellers in Nala, Tokologo, Masilonyane and Tswelopele LM (40,%), Matjhabeng LM (38,9%), Mafube and Moqhaka LM (29%), Mantsopa LM, Setsoto LM, Phumelela LM, Nketoana LM (27%) and Dihlabeng LM (24,5%).

Visiting friends and relatives as the main purpose of daytrips was most common in Xhariep DM (59%), Ngwathe and Metsimaholo LM (33,2%) and Mangaung (31,8%).

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

Mode	Statistics (number in thousands)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_Phu_Nke	Matjhabeng	Nal_Tok_Mas_Tsw	Ngw_Met	Free State
Bus	Number			1	5	39	3	3	3	4	59
	Per cent	0,6	0,3	0,6	2,5	8,8	2,2	1,8	2,0	1,9	3,7
Taxi	Number	28	14	39	94	141	43	101	31	68	560
	Per cent	37,5	14,6	31,5	48,5	31,8	29,3	53,0	23,5	35,0	35,1
Car/bakkie/truck driver	Number	12	5	17	10	66	12	26	18	40	205
	Per cent	16,8	5,3	13,7	5,1	14,8	8,1	13,4	13,3	20,6	12,9
Car/bakkie/truck passenger	Number	10	8	30	17	77	17	35	20	39	253
	Per cent	13,8	8,3	24,3	8,6	17,3	11,8	18,3	15,1	20,1	15,9
Other	Number	6	3	3	2	6	5	9	8	1	42
	Per cent	8,3	3,0	2,3	1,0	1,4	3,1	4,5	5,8	0,5	2,6
Walking all the way	Number	17	64	34	66	115	67	17	54	42	478
	Per cent	22,9	68,5	27,5	34,2	26,0	45,5	8,9	40,2	21,9	29,9
Total	**Number**	**74**	**94**	**124**	**194**	**445**	**148**	**191**	**134**	**194**	**1 597**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within municipalities.
Other include: Aircraft, scooter/motorcycle, bicycle, animal drawn transport, etc.

Table 7.3 summarises the main mode of travel used by persons who undertook day trips. Taxis were the most commonly used main modes of travel with 35,1%. Roughly 30% of the persons who undertook day trips walked all the way to their destinations, while only 3,7% of the individuals used buses as their main mode of travel during these trips.

Of the people in Mangaung that took day trips, the majority used taxis (31,8%), followed by walking all the way (26%). This was generally true for all municipalities except Xhariep DM, where most travellers walked all the way (68,5%) rather than using taxis (14,6%) for their day trips.

7.3 Overnight trips

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

Municipality	Number of persons aged 15 years and older	Undertook overnight trips (000')		
		Number	Per cent in Free State	Per cent in municipalities
Dihlabeng	86	41	4,3	47,7
Xhariep	101	29	3,1	28,7
Maf_Moq	135	77	8,2	57,1
Maluti a Phofung	216	111	11,8	51,1
Mangaung	610	288	30,6	47,2
Man_Set_Phu_Nke	163	87	9,2	53,3
Matjhabeng	316	137	14,5	43,4
Nal_Tok_Mas_Tsw	147	49	5,2	33,4
Ngw_Met	211	123	13,1	58,2
Free State	**1 985**	**942**	**100,0**	**47,4**

Percentages calculated across municipalities, within Free State.

Totals exclude unspecified cases of trips.

About 47,4% (942 000) of persons interviewed indicated that they had undertaken overnight trips during the preceding 12 months. Of the overnight travellers in the province, most came from Mangaung (30,6%) and Matjhabeng LM (14,5%). and the least from Xhariep DM (3,1%).

More than 50% of the persons who lived within Ngwathe and Metsimaholo LM, Mafube and Moqhaka LM, Mantsopa, Nketoana, Phumelela and Setsoto LM and Maluti-a-Phofung LM specified that they undertook overnight trips, whilst residents of Xhariep DM (28,7%) were the least likely to travel.

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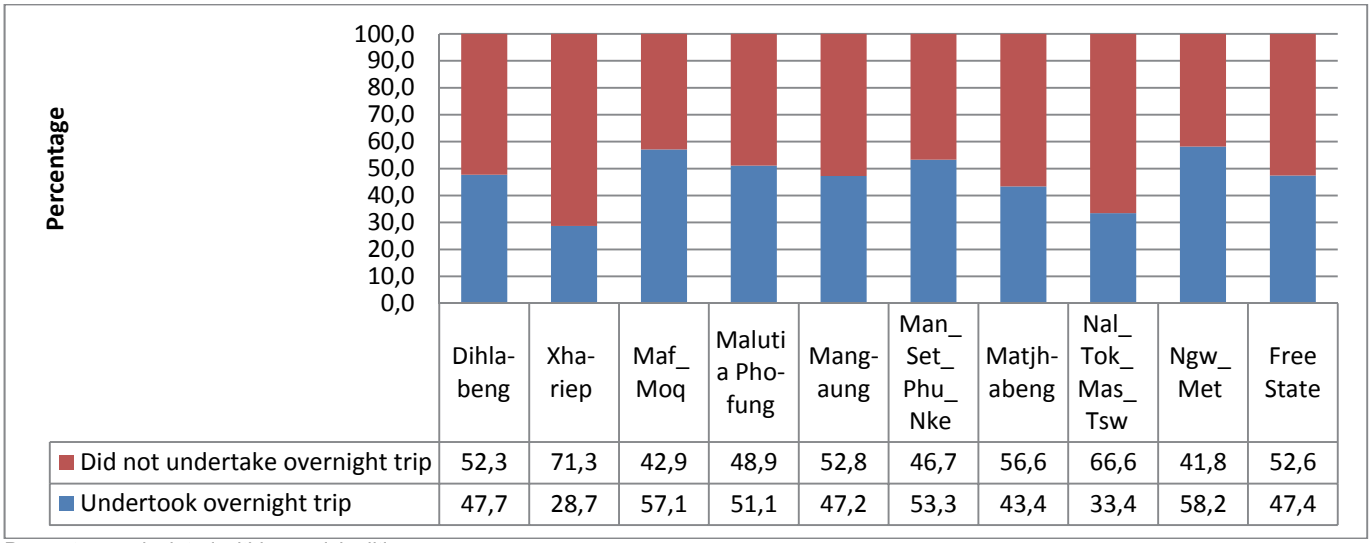
Figure 7.2: Percentage of persons 15 years and older by whether they undertook overnight trips and municipality



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjh-abeng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Did not undertake overnight trip	52,3	71,3	42,9	48,9	52,8	46,7	56,6	66,6	41,8	52,6
Undertook overnight trip	47,7	28,7	57,1	51,1	47,2	53,3	43,4	33,4	58,2	47,4

Percentage calculated within municipalities.

Figure 7.2 illustrates the percentage of individuals who went on overnight trips. Provincially, roughly 47% of persons undertook overnight trips, with those residing in Ngwathe and Metsimaholo LM (58,2%) reporting the highest percentage, followed by the people from Mafube and Moqhaka LM (57,1%).

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

Main purpose of trip	Municipality (per cent)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Visited home	38,2	23,9	18,4	25,2	40,0	33,3	42,3	31,2	34,3	34,4
Shopping – personal or business	1,8	2,3	0,6	1,8	1,2	4,5	0,7	2,1	0,9	1,5
Visit friends and/or family	29,2	38,2	37,1	25,2	28,9	28,7	21,1	27,6	34,0	28,9
Funeral	18,7	19,3	29,3	25,3	15,5	25,3	18,2	21,0	14,3	19,5
Medical	0,2	3,5	2,3	2,4	0,4	1,8	0,6	3,1	0,8	1,2
Religious	5,8	9,3	7,9	6,2	6,8	1,8	10,3	9,5	5,5	6,9
Other purposes	6,0	3,5	4,5	13,9	7,2	4,6	6,7	5,5	10,3	7,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other purposes include: Wellness, wedding and leisure/holiday.

Totals exclude unspecified cases of main purpose of trips.

Visiting home (34,4%) was the main reason why people undertook overnight trips, as almost four out of ten individuals provided this reason as the main purpose for their most recent overnight trip. More than a quarter (28,9%) indicated that they undertook their most recent trip to visit friends and/or family, followed by funeral (19,5%).

People in Matjhabeng LM and Mangaung were more likely to undertake overnight trips to visit their homes (42,3% and 40% respectively). The main purpose of these trips for those residents in Xhariep DM (38,2%) and Mafubeng and Moqhaka LMs (37,1%) was to visit friends and/or family. Funerals (29,3%) were the second most common reasons for taking overnight trips in Mafubeng and Moqhaka LMs.

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

Main mode	Statistic (number in thousands)	Province									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Bus	**Number**	*	*	2	4	28	5	14	2	4	60
	Per cent	*	*	2,3	3,6	10,0	5,3	10,4	4,0	3,6	6,4
Taxi	**Number**	19	9	26	70	111	46	66	13	45	404
	Per cent	46,0	30,6	34,2	63,8	39,0	52,9	49,0	27,5	38,3	43,6
Car/bakkie/truck driver	**Number**	9	3	11	8	43	6	17	9	18	124
	Per cent	21,6	10,2	14,5	7,4	15,2	7,1	12,3	19,1	15,0	13,4
Car/bakkietruck passenger	**Number**	7	7	27	17	71	14	29	15	41	228
	Per cent	18,5	22,7	35,1	15,9	25,1	16,5	21,2	30,6	34,3	24,6
Other modes	**Number**	4	9	1	2	11	8	8	7	2	53
	Per cent	10,2	32,0	1,6	2,0	3,9	9,5	5,8	15,1	1,8	5,7
Walking	**Number**	*	1	9	8	19	7	2	2	8	58
	Per cent	*	3,4	12,2	7,3	6,8	8,7	1,3	3,6	7,1	6,3
Total	**Number**	**40**	**29**	**76**	**110**	**284**	**86**	**134**	**49**	**118**	**926**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases of main mode of travel.
Percentages calculated within municipalities.
Other include: Aircraft, scooter/motorcycle, bicycle, animal drawn transport, etc.

About four out of ten overnight travellers used taxis as their main mode of travel (43,6%), followed by car/truck passengers (24,6%). Roughly over 13% of the overnight travellers drove cars/trucks to reach their main destination. Approximately 6% of overnight travellers used buses (6,4%) or walked all the way (6,3%).

Most overnight travellers in Maluti-a-Phofung LM (63,8%) travelled using a taxi followed by car/bakkie passenger (15,9%). Car/bakkie passenger was the most commonly used main mode of travel in Nala, Tokologo, Masilonyane and Tswelopele LM (30,6%), while buses and walking all the way were the least likely mode to be used (4% and 3,6% respectively).

8. Possession of a driver's licence

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

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

This section summarises the distribution of persons aged 18 years and older with a driver's licence, per municipality in Free State for 2013, their geographic locations, types of driver's licences, as well as their demographic characteristics such as gender, population group and age.

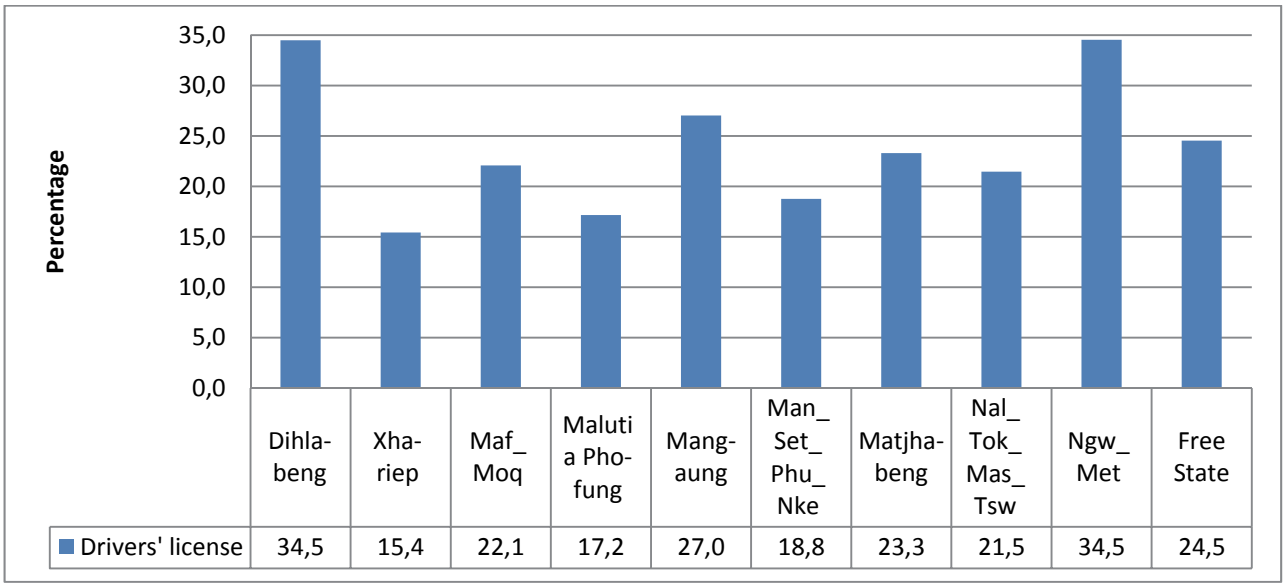
Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and municipality

Municipalities	Possession of driver's licence			
	Number 18 years and older with licence (000')	Per cent with licence	Number 18 years and older without licence (000')	Percentage without licence
Dihlabeng	28	6,2	52	3,8
Xhariep	14	3,2	79	5,7
Maf_Moq	27	6,1	96	7,0
Maluti a Phofung	33	7,4	160	11,7
Mangaung	152	34,0	409	29,8
Man_Set_Phu_Nke	27	6,1	119	8,7
Matjhabeng	67	15,0	220	16,1
Nal_Tok_Mas_Tsw	29	6,4	105	7,7
Ngw_Met	69	15,4	130	9,5
Free State	**446**	**100,0**	**1 371**	**100,0**

Totals exclude unspecified cases possession of driver's licence.

Table 8.1 summarises persons aged 18 years and older who have driver's licences. Most of the people with licences lived in Mangaung (152 000 – 34,0%) and Ngwathe and Metsimaholo LM (69 000 – 15,4%). The municipality with the least number of people that have driver's licences was Xhariep DM with a total number of 14 000 people (3% of the provincial total).

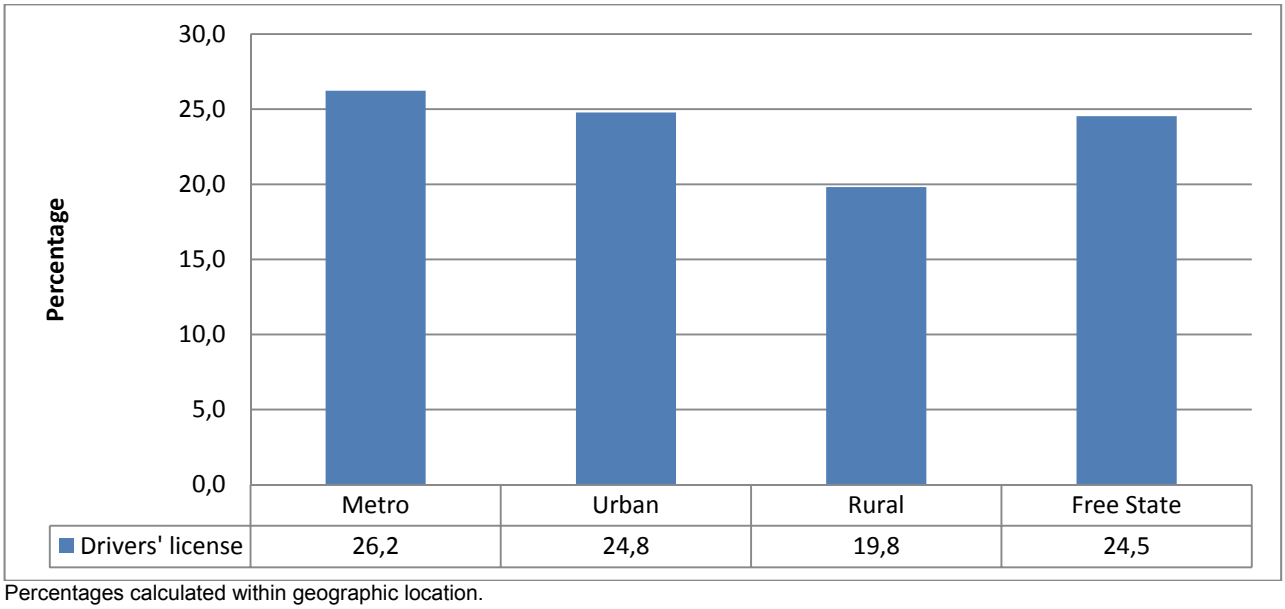
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by municipality



Percentages calculated within municipalities.

Figure 8.1 shows that nearly a quarter of individuals (24,5%) 18 years and older have a driver's licence. Municipalities with the highest percentage of individuals 18 years and older with licences were Dihlabeng LM, Ngwathe and Metsimaholo with 34,5%. Mangaung had the third highest proportion with 27%. Residents of Xhariep DM (15,4%) were the least likely to have driver's licences.

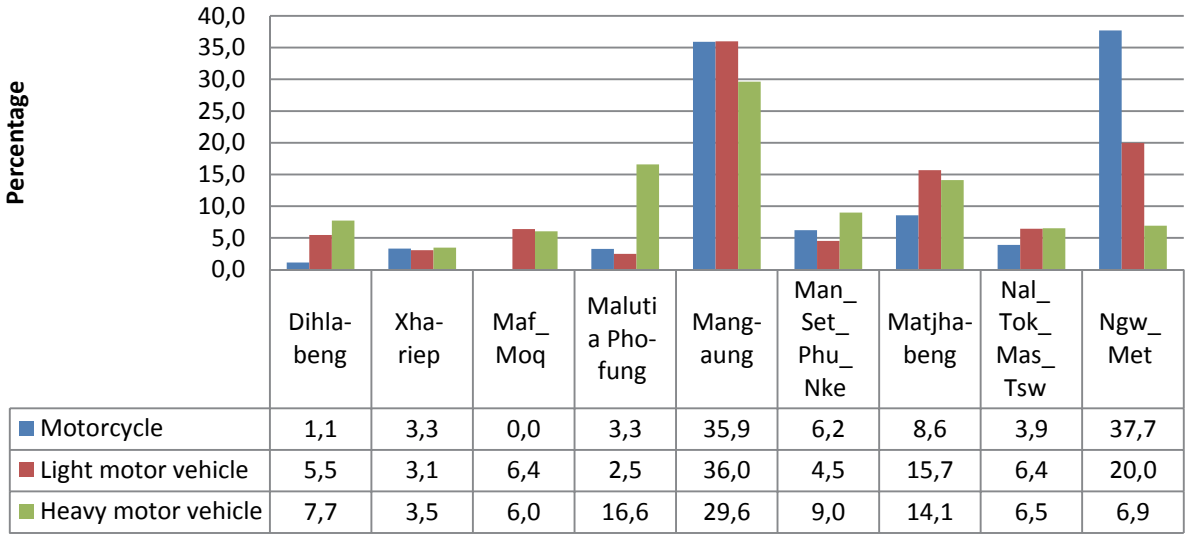
Figure 8.2: Possession of a driver's license amongst persons 18 years and older by geographic location



Percentages calculated within geographic location.

According to Figure 8.2, residents of metropolitan areas were more likely to have licences (26,2%) than those living in urban (24,8%) or rural areas (19,8%).

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



Percentages calculated within type of driver's licence.

Note: Motorcycle (Codes A1, A), Light motor vehicle (Codes B, EB), Heavy motor vehicle (Codes C, C1, EC, EC1).

According to Figure 8.3, Ngwathe and Metsimaholo LMs (37,7%) and Mangaung (35,9%) account for nearly three quarters of persons aged 18 years and older with motorcycle driver's licences in the province. In terms of light motor vehicle licences, most licence holders in the Free State live in Mangaung (36,0%), followed by Ngwathe and Metsimaholo LMs (20,0%). Maluti-a-Phofung LM have the least in number of persons who have light motor vehicle licences.

In the heavy motor vehicle licence category, Mangaung contributed 29,6%, followed by Maluti-a-Phofung LM (16,6%) and Matjhabeng LM (14,1%).

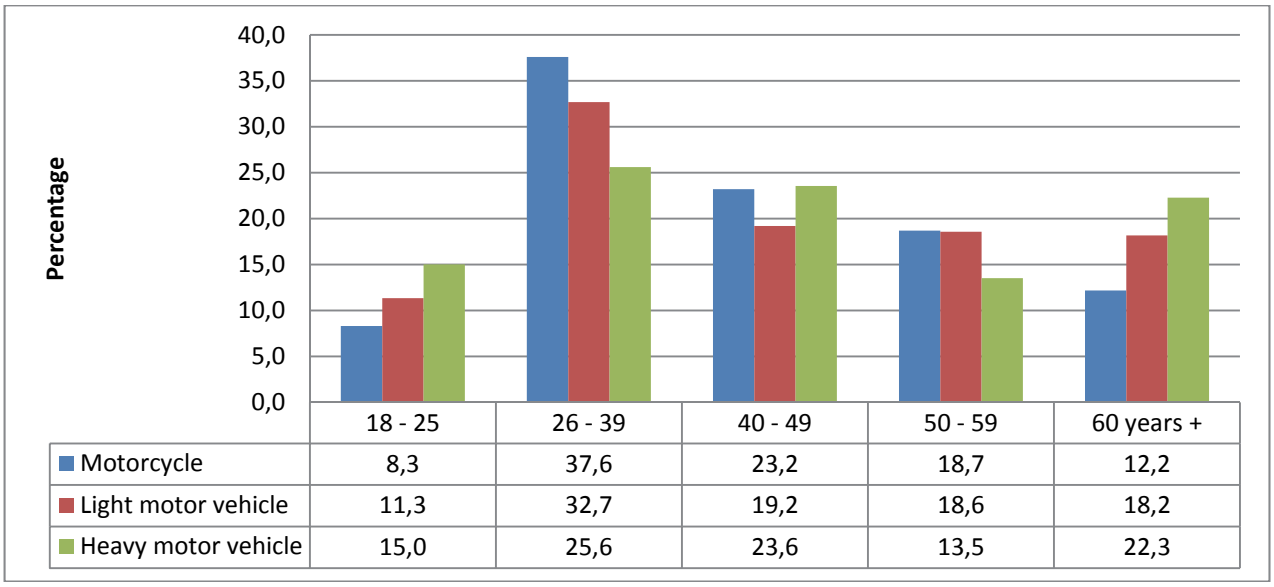
Table 8.2: Number of persons aged 18 years and older with light motor vehicle driver's licences by age group and municipality

Age group	Statistics number ('000)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
18–25	Number	*	*	*	1	14	*	5	2	6	**33**
26–39	Number	5	5	4	1	36	6	12	5	20	**95**
40–49	Number	2	1	6	2	23	2	9	4	7	**56**
50–59	Number	4	2	3	2	13	2	10	4	14	**54**
60 years and more	Number	3	1	4	1	18	2	9	4	10	**53**
Total	**Number**	**16**	**9**	**18**	**7**	**104**	**13**	**45**	**19**	**58**	**290**

Note: Motorcycle (code A1, A), Light motor vehicle (Code B, EB), Heavy motor vehicle (Code C, C1, EC, EC1).
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases age group.

Table 8.2 summarises the findings on the types of driver`s licence held by age group. Provincially, 290 000 individuals indicated that they held a light motor vehicle driver's licence. Age group 26-39 had the highest proportion of individuals who had light motor vehicle driver's licence (95 000), followed by those who are 46 to 49 of age (56 000). Age group 18-25 were the least to have a light motor vehicle drivers licence (33 000).

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



	18 - 25	26 - 39	40 - 49	50 - 59	60 years +
Motorcycle	8,3	37,6	23,2	18,7	12,2
Light motor vehicle	11,3	32,7	19,2	18,6	18,2
Heavy motor vehicle	15,0	25,6	23,6	13,5	22,3

Note: Motorcycle (Codes A1,A), Car (Codes B, EB), Heavy vehicle (Codes C, C1, EC, EC1).
Percentages calculated within type of driver's licence.

Figure 8.4 indicates that, according to the percentage of persons aged 18 years and older by type of driver's licence and age group. Most holders of motorcycle licence were from the age group 26–39 (37,6%), followed by persons aged 40–49 (23,2%) and the lowest between 18–25 (8,3%).

Persons who are in possession of a light motor vehicle licence are between 26–39 (32,7%); that is the highest, the least are aged 18–25 (11,3%). The figure shows that persons aged 26–39 are more likely to have licence than individuals in the other age categories.

Map 8.1: Number of individual 18 years and older per municipality with or without driver's license

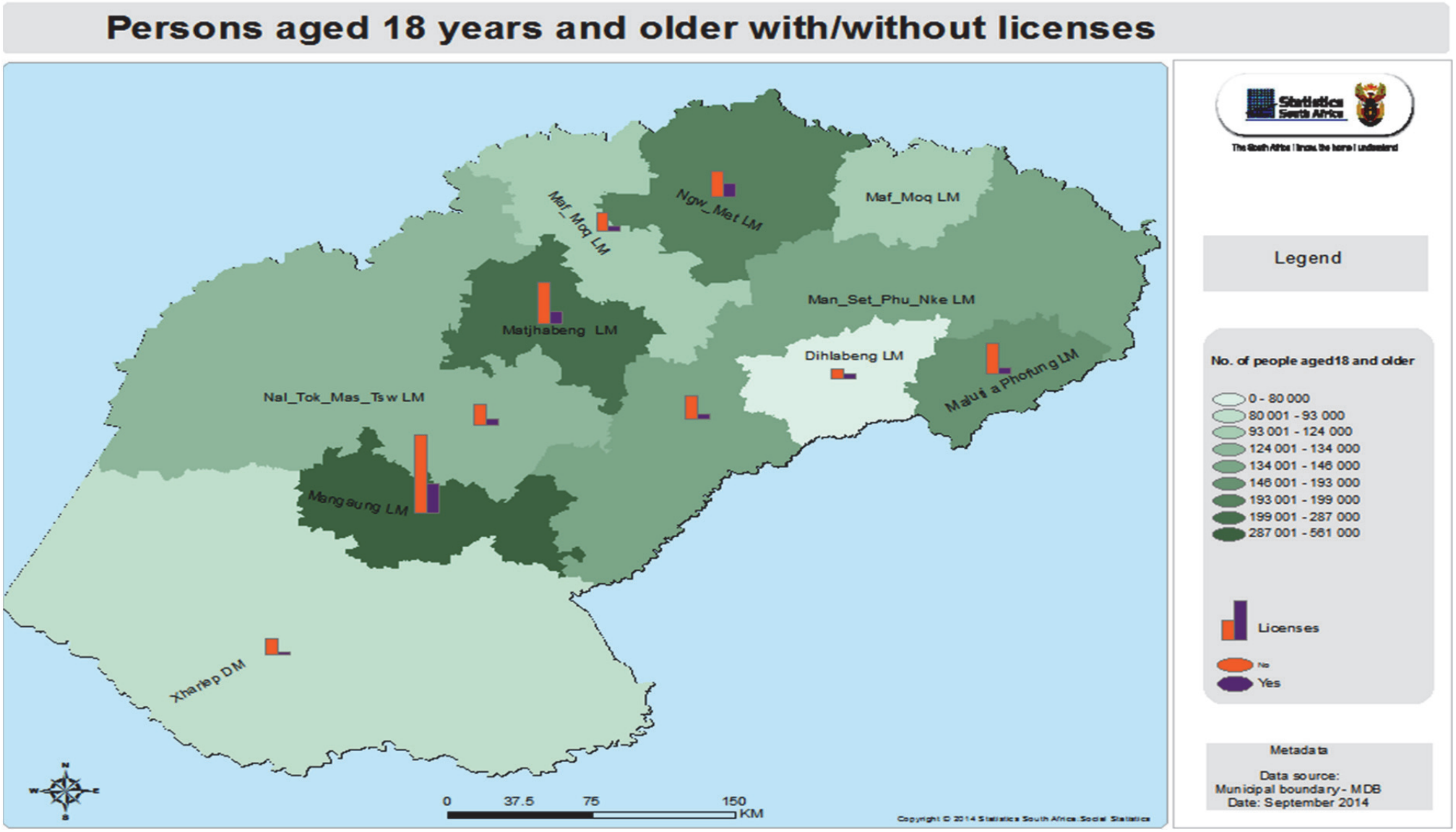


Table 8.3: Number of persons aged 18 years and older with heavy motor vehicle driver's licences by age group and municipality

Age group	Statistics number ('000)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
18–25	Number	*	*	*	2	6	1	*	*	*	**13**
26–39	Number	6	2	5	9	18	4	9	3	2	**58**
40–49	Number	2	1	*	7	11	4	5	3	3	**35**
50–59	Number	2	1	2	4	8	3	5	2	3	**29**
60 years and more	Number	1	1	1	3	3	2	3	2	2	**19**
Total	**Number**	**12**	**5**	**9**	**25**	**45**	**14**	**22**	**10**	**11**	**153**

Totals exclude unspecified cases of age group.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 8.3 presents the number of persons aged 18 years and older with heavy motor vehicle driver's licence by age group. About 153 000 individuals in the province held a heavy motor vehicle drivers licence during the month preceding the survey. Of those who held heavy motor vehicle licence 58 000 of them were between the age group 26 to 39 and 35 000 of them were between the age group 40 to 49 years. Almost twenty thousand (19 000) of individuals in the age group 60 years and more mentioned that they held a heavy motor vehicle drivers licence.

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

Sex	Statistics number ('000)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Male	Number	16	9	18	23	99	20	43	18	38	**284**
	Per cent	57,1	64,3	66,7	69,7	65,1	74,1	64,2	62,1	55,1	**63,7**
Female	Number	12	5	10	11	52	8	24	10	31	**162**
	Per cent	42,9	35,7	37,0	33,3	34,2	29,6	35,8	34,5	44,9	**36,3**
Total	**Number**	**28**	**14**	**27**	**33**	**152**	**27**	**67**	**29**	**69**	**446**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Generally males were more likely to have light and heavy motor vehicle driver's licence than their female counterparts. Approximately 64% of males were in possession of light and heavy motor vehicle and about 36% females held both light and heavy motor vehicle. The highest percentage of men who were in possession of drivers licence were identified in Mantsopa, Setsoto, Phumelela and Nketoana LMs (74,1%), while on the other hand most woman in possession of drivers licence were found in Ngwathe and Metsimaholo LM (44,9%).

Out of 152 000 individuals who held both light and heavy motor vehicle licence in Mangaung 65,1% were males and 34,2% were females.

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

Population group	Statistics number ('000)	Municipality									
		Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Black African	Number	11	8	15	31	75	19	41	12	18	**231**
	Per cent	39,3	57,1	55,6	93,9	49,3	70,4	61,2	41,4	26,1	**51,8**
Other races	Number	16	6	12	2	77	9	25	16	51	**215**
	Per cent	57,1	42,9	44,4	6,1	50,7	33,3	37,3	55,2	73,9	**48,2**
Total	**Number**	**28**	**14**	**27**	**33**	**152**	**27**	**67**	**29**	**69**	**446**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other races include: Whites, coloureds, Indians/Asians

Black African were the prevalent population group in possession of drivers licences (51,8%) than other population groups (48,2%). In comparison, Maluti a Phofung LM had the utmost percentage of Black African in possession of light and heavy motor vehicle driver's licence (93,9%) while other races presented a significant per cent of individuals who held both driver's licences (33,3%). Other races (73,9%) in Ngwathe and Metsimaholo LM were the predominant population group in possession of driver's licences than Black African population group (26,1%).

9. Households

9.1 Introduction

The NHTS questionnaire was divided into two parts: questions that were directed at all individuals considered part of the household, and questions that related to households. This section focuses on the findings of household-related indicators and mainly deals with the household's socio-economic profiles and the ownership of bicycles, motor vehicles and animal-drawn vehicles. The section also explores household use, attitudes and perceptions about public transport and more specifically taxis and buses. Amongst all, the information on household income was provided which had categories by the source of income each household depends on: salaries, income from business, remittances, pensions, etc.

9.2 Socio-economic circumstances of households

Table 9.1: Dwelling type of household, by municipality

Dwelling type	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Formal dwellings	85,0	90,2	87,1	75,5	84,9	71,2	82,6	76,4	91,7	82,8
Informal dwellings	11,0	9,1	11,7	10,7	13,6	25,8	15,7	22,8	7,5	14,2
Traditional dwellings	3,4	0,3	1,2	13,8	0,7	2,7	0,3	0,6	0,8	2,4
Other	0,7	0,3	*	*	0,8	0,3	1,4	0,2	*	0,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

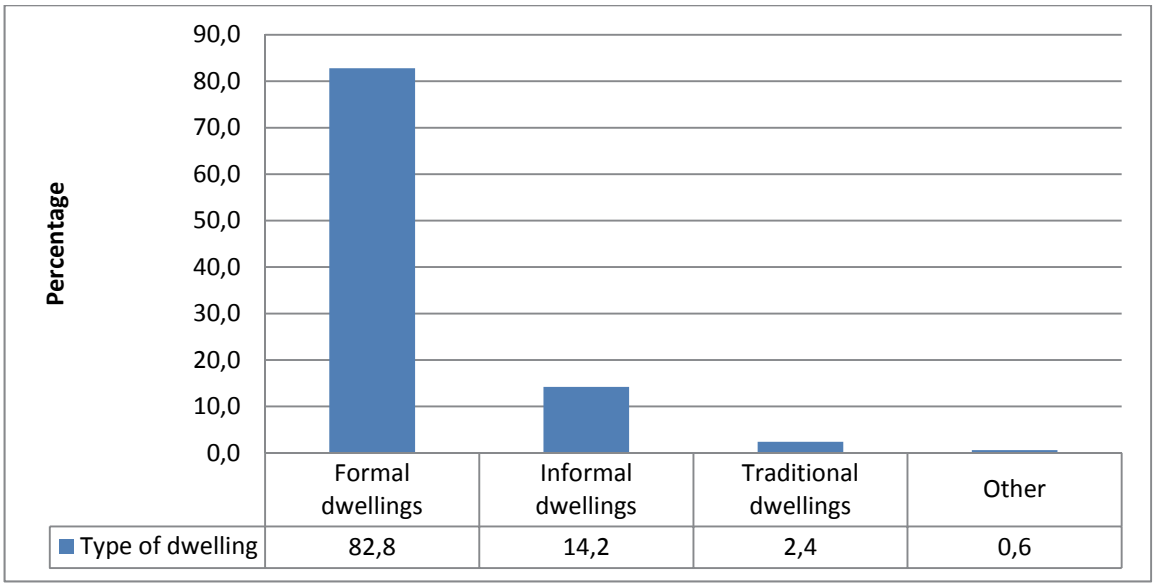
Other includes: caravan/tent, flat or apartment, cluster house, etc.

Totals exclude unspecified cases of dwelling.

Table 9.1 summarises the housing-related living conditions of Free State households. Approximately 83% of households in Free State lived in formal dwellings, 14,2% in informal and 2,4% in traditional dwellings.

Even though the overall percentage of Free State households who live in informal dwellings is relatively low, there are certain municipalities where a relatively large percentage of households indicate that they live in informal dwellings. These include: Mantsopa, Setsoto, Phumelela and Nketoana LMs (25,8%), Nala LM, Tokologo LM, Masilonyane LM and Tswelopele LMs (22,8%), and Mangaung (13,6%). Traditional dwellings were primarily found in Maluti-a-Phofung LM (13,8%).

Figure 9.1: Dwelling type of household



Percentages calculated across dwelling types.

Figure 9.1 presents dwelling types of households in Free State. The figure confirms that more than 80% of households lived in formal dwellings (82,8%), followed by 14,2% of households who lived in informal dwellings. Very few households were living in traditional dwellings (2,4%).

Table 9.2: Source of household income, by municipality

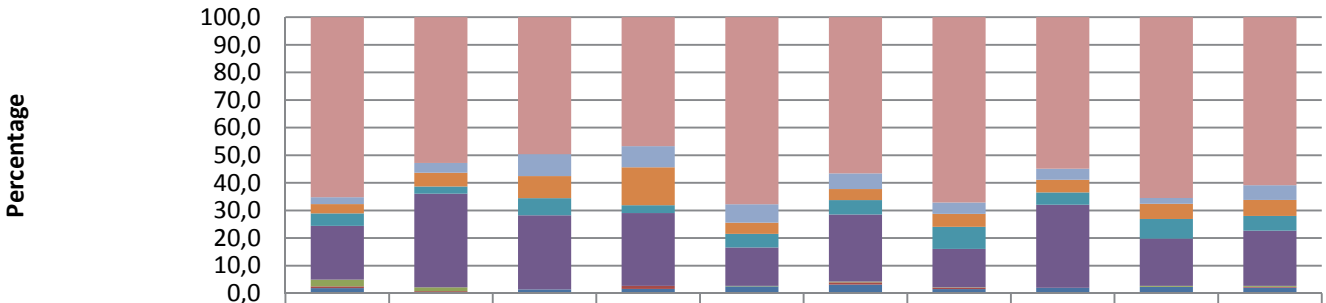
Source of household income	Municipality (per cent within income source category)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Salaries/wages/commission	5,0	5,1	6,0	9,6	32,2	7,9	17,3	6,5	10,4	**100,0**
Income from a business	2,7	4,3	7,9	19,1	38,2	7,8	12,6	4,2	3,2	**100,0**
Remittances including child maintenance	2,9	4,4	7,9	20,5	24,9	6,3	18,0	5,4	9,6	**100,0**
Pensions	4,9	2,3	6,8	7,1	38,0	6,0	17,7	4,2	13,1	**100,0**
Grants	4,0	6,2	8,0	14,8	26,4	10,3	13,7	8,7	7,9	**100,0**
Sales of farming products and services	15,7	16,9	4,2	2,4	9,5	10,0	18,8	3,7	18,8	**100,0**
Income from UIF	5,6	9,0	*	30,0	16,3	14,7	24,4	*	*	**100.0**
Other income sources	3,7	1,3	4,8	7,0	34,8	18,6	14,8	6,3	8,8	**100,0**
Source of household income	**Municipality (per cent within municipality)**									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Salaries/wages/commission	74,4	61,3	59,3	55,2	72,9	61,2	72,2	59,9	68,2	**66,8**
Income from a business	5,1	6,6	9,9	14,0	11,0	7,5	6,8	4,9	2,7	**8,5**
Remittances including child maintenance	8,7	10,7	15,8	23,5	11,3	9,8	15,4	10,0	12,6	**13,4**
Pensions	13,7	5,1	12,6	7,6	16,1	8,6	14,2	7,1	16,0	**12,5**
Grants	42,6	51,6	55,8	59,0	41,9	55,3	40,8	55,8	36,7	**46,9**
Sales of farming products and services	2,7	2,3	0,5	0,2	0,2	0,9	0,9	0,4	1,4	**0,8**
Income from UIF	0,6	0,8	*	1,3	0,3	0,8	0,8	*	*	**0,5**
Other income sources	2,5	0,7	2,2	1,8	3,6	6,5	2,9	2,7	2,6	**3,1**

Respondents could select more than one source of income.
Other income sources: rental income, interest.
Totals exclude unspecified cases of sources of income.

Most of the households who reported salaries and wages as one of their sources of income live in Mangaung (32,2%), followed by Matjhabeng LM (17,3%), Ngwathe and Metsimaholo LM (10,4%). Households who indicated that they receive some income from sales of farming products and services were primarily found in Matjhabeng LM (18,8%) and Ngwathe and Metsemaholo LM (18,8%). Most households in the province who receive an income from UIF as their source of income were from Maluti-a-Phofung LM (30,0%), followed by Matjhabeng LM (24,4%) and Mangaung (16,3%).

When considering municipalities relative to each other (percentages calculated within municipalities), households in Maluti-a-Phofung LM (55,2%) and Mafube and Moqhaka LM (59,3%) were the least likely to benefit from salaries and wages, but the most likely to receive grants, with Maluti-a-Phofung LM at 59% and Mafube and Moqhaka LM at 55,8%. More than 70% of households in Dihlabeng LM (74,4%), Mangaung (72,9%) and Matjhabeng LM (72,2%) identified salaries as their main source of income.

Figure 9.2: Main source of household income by municipality



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Salaries	65,2	52,8	49,6	46,7	67,8	56,6	67,1	54,9	65,5	60,8
Income from business	2,5	3,5	8,0	7,6	6,7	5,6	4,1	4,0	2,1	5,4
Remittances	3,3	5,0	8,0	13,8	4,0	4,0	4,7	4,6	5,5	5,8
Pensions	4,6	2,6	6,2	2,8	5,0	5,2	8,0	4,5	7,1	5,3
Grants	19,4	33,9	26,8	26,4	13,9	24,3	13,9	30,1	17,1	20,0
Sales from farming	2,5	1,4	0,0	0,0	0,2	0,3	0,1	0,0	0,3	0,3
UIF	0,6	0,4	0,0	1,1	0,0	0,9	0,5	0,0	0,0	0,3
Other sources	1,9	0,3	1,4	1,6	2,5	3,1	1,5	2,0	2,3	2,0

Percentages were calculated within municipalities.
Other sources of income includes: rental income, interest, etc.

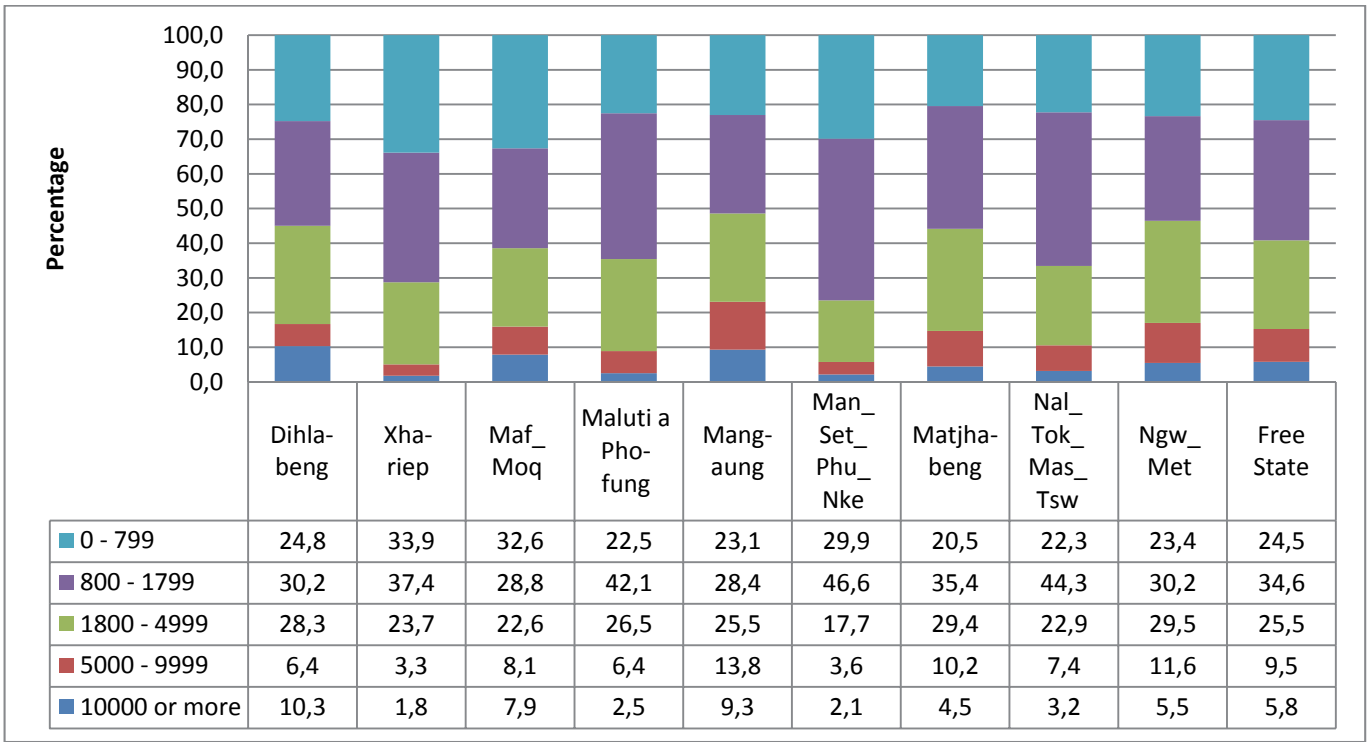
Figure 9.2 summarises the main source of household income by municipality. About 61% of households in Free State had salaries as their main source of income and 20% noted grants as their source of income. A similar pattern was observed in all municipalities.

Mangaung and Matjhabeng LM had similar main income source profiles. Almost seven in ten households in Mangaung (67,8%) and Matjhabeng LM (67,1%) indicated that salaries was their main source of income, followed by grants at 13,9%.

Municipalities where a significant percentage of households selected social grants as their main source of income were: Xhariep DM (33,9%), Nala LM, Tokologo LM, Masilonyane LM and Tswelopele LM (30,1%), Mafube LM and Moqhaka LM (26,8%) and Maluti-a-Phofung LM (26,4%).

Maluti-a-Phofung LM was the only municipality where a significant percentage of households (13,8%) indicated that their main source of income is from remittances. Sales of farm produce was the main source of income for 2,5% of households in Dihlabeng LM and 1,4% in Xhariep DM.

Figure 9.3: Monthly household expenditure, by municipality



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
0 - 799	24,8	33,9	32,6	22,5	23,1	29,9	20,5	22,3	23,4	24,5
800 - 1799	30,2	37,4	28,8	42,1	28,4	46,6	35,4	44,3	30,2	34,6
1800 - 4999	28,3	23,7	22,6	26,5	25,5	17,7	29,4	22,9	29,5	25,5
5000 - 9999	6,4	3,3	8,1	6,4	13,8	3,6	10,2	7,4	11,6	9,5
10000 or more	10,3	1,8	7,9	2,5	9,3	2,1	4,5	3,2	5,5	5,8

Percentages were calculated within municipalities.

Figure 9.3 illustrates monthly household expenditure patterns. Close to 60% of households in Free State (59,1%) had a total monthly expenditure of R1 799 or less. More than a third of households (34,6%) had total monthly expenditures of between R800 and R1 799.

Several municipalities have expenditure profiles that are well below the provincial averages. More than 70% of households in Xhariep DM and Mantsopa, Phumelela, Nketoana and Setsoto LMs reported monthly household expenditures below R1 799 while 66,5% of households in the Nala LM, Tokologo LM, Masilonyane LM and Tswelopele LMs were below this threshold.

The municipalities with the highest monthly expenditure were Mangaung and Ngwathe and Metsimaholo LM, where 13,8% and 11,6% of households respectively spent more than R5 000.

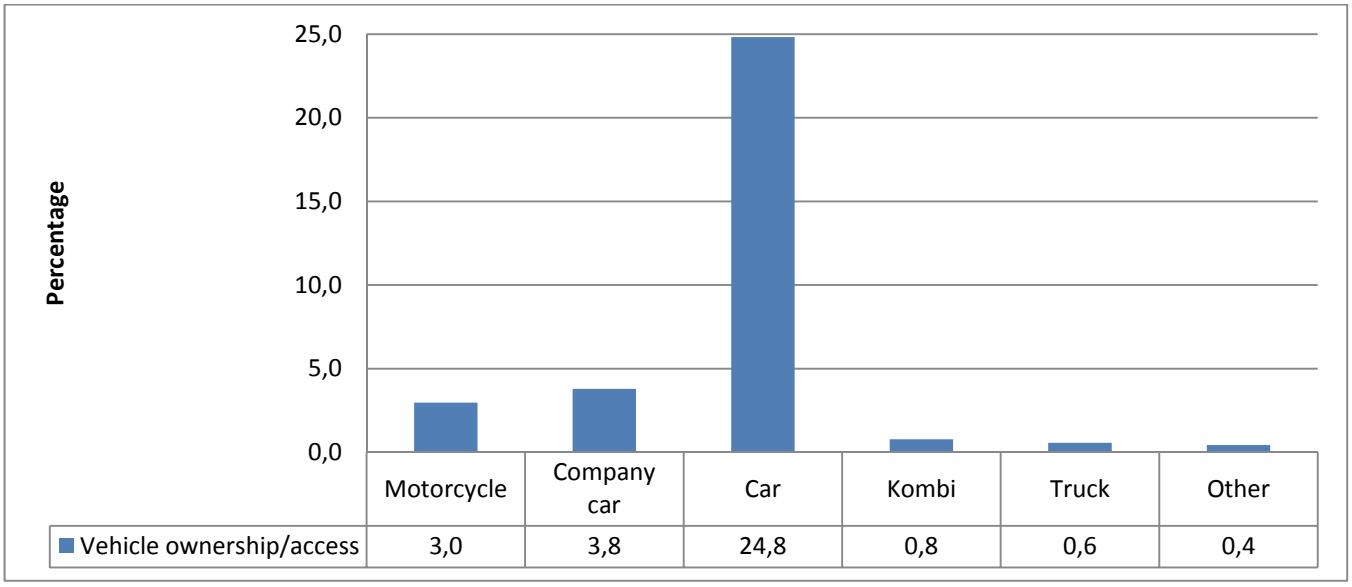
Table 9.3: Bicycles in working order owned by households, by municipality

Municipality	Number of bicycles (per cent across municipalities, within Free State)						
	0		1–2		3 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Dihlabeng	32	4,3	4	7,1	*	*	**37**
Xhariep	41	5,4	5	8,4	*	*	**46**
Maf_Moq	48	6,4	6	10,2	*	*	**55**
Maluti a Phofung	95	12,6	*	*	*	*	**95**
Mangaung	223	29,4	18	30,6	2	40,2	**243**
Man_Set_Phu_Nke	67	8,9	4	6,1	*	*	**71**
Matjhabeng	126	16,7	4	7,2	*	*	**131**
Nal_Tok_Mas_Tsw	52	6,9	8	13,0	*	*	**60**
Ngw_Met	72	9,5	10	17,1	*	*	**83**
Free State	**758**	**100,0**	**60**	**100,0**	**4**	**100,0**	**822**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases of bicycles.

In Free State, about 64 000 households reported to have at least one bicycle that is in working order and used for transport purposes. Of the total in Free State who reported to own a bicycle, 60 000 households owned between one and three bicycles and the remaining owned more than three bicycles. Most households who owned between one and three bicycles were from Mangaung (30,6%), followed by households from Ngwathe and Metsimaholo LM (17,1%). Mangaung also had the highest proportion of households (40,2%) owning more than three bicycles.

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



Percentages calculated within mode of transport.

According to Figure 9.4, about a quarter of households (24,8%) in the province owned or had access to a car and 3,8% had access to a company car. Only 3% of households had access to or owned a motorcycle.

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

	Type of vehicles (per cent across municipalities, within Free State)						
Municipality	Motor-cycles	Company cars/ bakkies/ station wagons/ 4x4s	Household cars/bakkies /station wagons/ 4x4s	Relatives /friends cars/bakkies/ station wagons/ 4x4s	Minibus/ Kombis	Trucks	Other
Dihlabeng	5,3	3,0	5,0	14,6	*	*	*.
Xhariep	1,6	4,6	3,8	8,6	4,5	16,1	10,8
Maf_Moq	7,5	5,4	7,7	1,0	4,9	4,4	*
Maluti a Phofung	1,8	3,9	8,6	22,5	36,2	27,4	14,0
Mangaung	28,6	45,5	34,0	16,8	23,6	12,8	5,9
Man_Set_Phu_Nke	8,3	8,2	5,6	24,3	6,6	13,0	13,5
Matjhabeng	19,9	8,0	15,3	5,2	6,8	10,5	6,6
Nal_Tok_Mas_Tsw	6,2	4,8	7,5	2,1	4,4	9,9	27,3
Ngw_Met	20,8	16,7	12,6	4,9	13,0	6,0	21,9
Free State	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within municipality)						
Municipality	Motor-cycles	Company cars/ bakkies/ station wagons/ 4x4s	Household cars/ bakkies/ station wagons/ 4x4s	Relatives /friends cars/ bakkies/ station wagons/ 4x4s	Minibus/ Kombis	Trucks	Other
Dihlabeng	3,5	2,6	27,9	22,6	*	*	*
Xhariep	0,9	3,1	16,9	10,5	0,6	1,6	1,0
Maf_Moq	3,3	3,1	28,5	1,1	0,6	0,4	*
Maluti a Phofung	0,5	1,3	18,3	13,3	2,4	1,3	0,3
Mangaung	2,9	5,9	28,6	3,9	0,6	0,2	0,1
Man_Set_Phu_Nke	2,8	3,6	16,1	19,3	0,6	0,8	0,6
Matjhabeng	3,7	1,9	23,6	2,2	0,3	0,4	0,1
Nal_Tok_Mas_Tsw	2,5	2,5	25,5	2,0	0,5	0,8	1,1
Ngw_Met	6,1	6,2	30,7	3,3	1,0	0,3	1,2
Free State	**3,0**	**3,8**	**24,8**	**6,8**	**0,8**	**0,6**	**0,4**

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

Other includes: animal drawn transport, bicycle, etc.

Table 9.4 provides the vehicle ownership status of households with percentages across Free State as well as within each municipality. In the province as a whole most of the motorcycles (28,6%), company cars (45,5%), and household cars (34%) was in Mangaung. Maluti-a-Phofung LM had the highest proportion of households in the province owning minibus taxis (36,2%) and trucks (27,4%). The second highest in the province for minibus taxis was found in Mangaung (23,6%) and for trucks in Xhariep DM (16,1%).

Close to a quarter of all households in Free State (24,8%) owned cars. Compared to other municipalities, households in Ngwathe and Metsimaholo LM (30,7%) and Mangaung (28,6%) were most likely to own cars/bakkies/station wagons/4x4s. About 23% of households in Dihlabeng LM had friends/relatives who owned or used at least one car/bakkies/station wagons/4x4s.

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

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

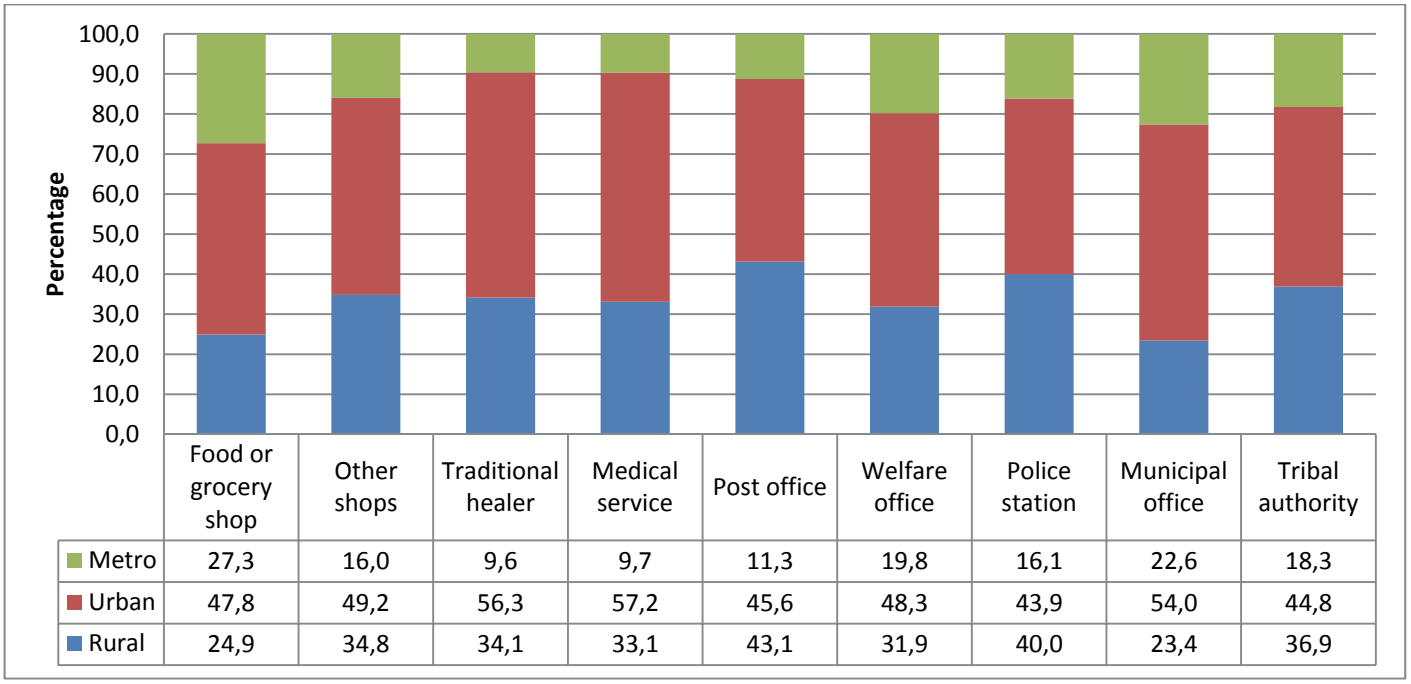
Table 9.5: Household travel time to services and facilities

	Travel time (per cent of households within facility category)				
Facility	**1–15 mins**	**16–30 mins**	**31–60 mins**	**>60 mins**	**Total**
Food or grocery shops	44,0	37,7	14,9	3,4	**100,0**
Other shops	79,3	13,6	5,7	1,4	**100,0**
Traditional healer	45,1	29,3	17,8	7,9	**100,0**
Church	53,9	32,5	11,0	2,6	**100,0**
Medical service	42,3	40,9	14,6	2,2	**100,0**
Post office	45,5	39,5	13,3	1,7	**100,0**
Welfare office	17,8	24,3	10,7	47,2	**100,0**
Police station	43,5	39,5	15,3	1,8	**100,0**
Municipal office	39,3	43,5	15,3	2,0	**100,0**
Tribal authority	50,2	32,7	12,0	5,1	**100,0**
Financial services/banks	39,3	41,9	15,7	3,1	**100,0**

Totals exclude unspecified cases of travel time.

Table 9.5 presents household travel time to services and facilities. More than 80% of Free State households who made use of these services lived within a 30 minutes travel time to facilities, except for traditional healers and welfare offices. To travel to church, most households (53,9%) took 15 minutes or less, followed by those who took between 16 and 30 minutes. Close to half of households who travel to welfare offices (47,2%) took more than an hour and about a quarter travelled between 16 and 30 minutes while only 17,8% took 15 minutes or less. Approximately four out of ten households (41,9%) needed 16 to 30 minutes to reach financial services, followed by a similar proportion who took less than 15 minutes (39,3%).

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



	Food or grocery shop	Other shops	Traditional healer	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority
Metro	27,3	16,0	9,6	9,7	11,3	19,8	16,1	22,6	18,3
Urban	47,8	49,2	56,3	57,2	45,6	48,3	43,9	54,0	44,8
Rural	24,9	34,8	34,1	33,1	43,1	31,9	40,0	23,4	36,9

Percentages calculated across geographic location.

Households living in urban areas tend to travel longer distances to get to essential services when compared to households living in metropolitan and rural areas. Close to 60% of households who travelled more than 60 minutes to medical services were from urban (57,2%) areas compared to a third in rural (33,1%) and 9,7% in metro areas. Forty-four per cent of households who travelled to police stations in the province were from urban areas, followed closely by 40% from rural areas and 16% from metropolitan areas. Close to half of households who travelled more than 60 minutes to welfare offices were from urban areas (48,3%), a third were from rural areas (31,9%) and 20% were from metros. Approximately 48% of households who travelled more than 60 minutes to food or grocery shops were from urban areas, 27,3% from metros and a quarter from rural areas.

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

	Service/facility (per cent within service facility category)										
	Food or grocery shops	**Other shops**	**Traditi o-nal healer**	**Church**	**Medical service**	**Post office**	**Welfare office**	**Police station**	**Municip- al office**	**Tribal authority**	**Finan- cial services/ banks**
Walk	20,2	69,8	12,5	57,0	39,9	29,7	17,0	41,1	31,6	7,8	17,7
Bus	0,8	0,3	0,1	0,3	0,3	0,3	0,5	0,4	0,3	0,3	0,6
Minibus taxi	51,2	10,8	2,8	11,5	28,7	26,2	29,0	22,8	28,1	2,7	48,0
Metered taxi	0,4	0,2	*	0,2	0,1	*	0,1	*	0,1	*	0,3
Car/ bakkie/ minibus	26,0	15,1	1,9	19,5	23,1	19,9	10,9	18,0	18,9	0,7	23,4
Truck lorry	0,4	0,2	0,1	0,2	0,2	0,1	0,1	0,1	0,1	*	0,3
Tractor/ trailer	0,1	*	0,1	0,1	0,1	*	0,2	0,1	0,1	*	0,2
Motor- cycle/ scooter	0,1	0,1	*	*	*	*	0,1	*	*	*	0,1
Bicycle	0,0	0,3	0,2	0,2	0,2	0,1	0,1	0,2	0,2	0,3	0,2
Animal transport	0,1	*	*	*	*	*	*	*	*	*	*
Do not need to get there	0,8	3,2	82,3	10,9	7,4	23,6	42,0	17,5	20,5	88,3	9,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The modes of travel used to go to selected services are summarised in Table 9.6. Most of the households did not need to travel to a tribal authority (88,3%) and a traditional healer. About 57% of households walked to church and roughly 20% used their cars. Seven in ten households walked to other shops (69,8%) and about 15% used cars/bakkies and 10,8% used taxis. More than half of households (51,2%) who travelled to food and grocery shops used minibus taxis and 26% used cars/bakkies/minibuses, while no one used a bicycle. Close to 50% of those who travelled to financial services (48%) used taxis, 23,4% used their cars and 17,7% walked.

9.4 Attitudes and perceptions about transport

This section of the household chapter deals with the way the people of Free State perceive transportation in their respective municipalities. Moreover, this section also deals with problems relating to transport, including factors influencing household choice of travel mode. According to short research conducted by one of the Free State DOPWRT, which addressed issues involved in the current public transport system of customer satisfaction and travelling time, has shown that almost 50% of the public transport users are dissatisfied with the travel times, while 10% have only three travel modes to choose from.

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

Transport-related problems	Municipality (per cent of problems within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
General problems										
No transport problems	23,0	12,6	8,2	30,1	16,9	8,9	5,3	13,8	18,3	14,8
Poor condition of roads	17,7	7,3	23,0	23,4	16,1	26,2	21,8	27,1	33,8	21,3
Rude drivers	10,4	1,0	10,7	2,6	9,1	4,2	8,0	5,6	4,1	6,8
Other general problems	14,6	2,8	10,2	3,2	11,4	4,2	12,3	7,6	2,9	8,6
Taxi										
Taxis too expensive	2,1	20,8	6,8	10,9	4,0	11,8	14,5	17,8	7,1	9,6
Reckless driving by taxi drivers	4,4	0,7	4,2	2,9	11,6	3,0	7,9	3,1	1,5	6,4
No taxis at specific times, e.g. late at night	4,9	5,2	4,4	9,8	8,0	7,7	14,4	3,9	9,0	8,6
Taxis too far	10,6	0,5	2,6	5,1	7,8	7,0	5,7	12,4	4,1	6,5
No taxis available	10,6	3,1	3,1	1,2	3,5	8,5	5,0	5,6	1,4	4,2
Bus										
No buses available	0,8	45,0	23,1	0,3	1,0	15,0	1,8	1,5	13,8	7,1
No buses at specific times, e.g. late at night	0,3	0,3	*	7,4	3,2	0,8	0,4	1,0	0,3	2,0
Other bus-related problems	0,6	0,8	3,7	3,1	7,5	2,7	2,9	0,7	3,7	4,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Other bus-related problems include: buses too expensive, buses too far and reckless driving by bus drivers.

Table 9.7 shows the most important transport-related problems experienced by households in each municipal area. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the above were calculated using the total number of problems mentioned as the divisor. About 15% of households in the province indicated that they have no transport-related problems. The most frequently mentioned problems at the provincial level were: poor condition of roads (21,3%), taxis too expensive (9,6%) and no taxis at specific times of the day (8,6%) and other general problems (8,6%).

Municipalities where households were the least likely to experience transport problems were: Maluti-a-Phofung and Dihlabeng, where a respective 30,1% and 23,0% indicated that they experienced no transport-related problems. The poor condition of roads was the most important problem in all municipalities except Xhariep DM. In the latter the non-availability of buses was the most important (45%), followed by taxis being too expensive (20,8%).

The costs of taxis was mentioned as a problem by a significant percentage of households in Xhariep DM (20,8%) and Nala, Tokologo, Masilonyane, Tswelopele LMs (17,8%), while reckless driving by taxi drivers was a significant problem in Mangaung (11,6%). Non-availability of buses was a significant problem in Xhariep DM (45%), Mafube_Moqhoka LM (23,1%), Mantsopa, Setsoto,Phumelela and

Nketoana LM (15,0%) and Ngwathe and Metsimaholo LM (13,8%). Taxis being too far was a problem in Nala, Tokologo, Masilonyane, Tswelopele (13,8%) and Dihlabeng (10,6%). A further one out of ten households in Dihlabeng indicated that no taxis were available.

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

Factors influencing household's choice of mode of travel	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Travel time	21,5	17,8	29,3	21,2	30,8	27,9	13,7	17,0	17,7	22,5
Travel cost	27,7	66,9	6,3	15,1	17,0	29,0	41,2	44,7	8,7	28,6
Flexibility	13,1	2,6	16,1	16,3	17,6	14,6	3,5	13,8	18,2	12,8
Safety from accidents	3,1	0,4	17,6	10,8	12,5	3,8	10,6	3,8	14,7	9,1
Comfort	13,1	2,6	9,3	3,4	5,1	11,7	5,7	3,1	11,7	6,5
Reliability	3,8	2,6	10,2	4,6	5,8	1,9	3,9	5,7	15,2	5,5
Distance from home to transport	7,7	2,6	2,9	3,1	4,2	3,0	7,1	4,1	5,6	4,4
Security from crime	*	*	1,5	16,9	1,5	2,7	3,9	1,6	2,2	3,6
Drivers' attitude	3,1	0,4	4,9	5,5	2,0	3,8	8,8	1,3	5,6	4,0
Timetable not available/information inaccurate	3,8	0,7	1,0	0,3	0,6	0,8	0,4	0,3	0,4	0,7
Other	3,1	3,3	1,0	2,8	3,1	0,8	1,2	4,7	*	2,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Other includes: congestion, overload, crime, etc.

In Free State, most households highlighted travel cost (28,6%) as the biggest determinant of modal choice, followed by travel time (22,5%) and flexibility (12,8%).

Almost seven in ten households in Xhariep DM (66,9%) noted travel cost as a major factor influencing households' choice of mode of travel, followed by travel time (17,8%). More than 40% of households in Nala, Tokologo, Masilonyane and Tswelopele LM (44,7%) noted travel cost as a major factor influencing households choice of mode of travel, followed by travel time (17%). About 30% of households in Mangaung (30,8%) LM highlighted travel time as the main factor influencing households' choice of mode of travel, followed by flexibility (17,6%) and travel cost (17%). Close to 20% of households in Ngwathe and Metsimaholo (18,2%) LM noted flexibility as the main factor influencing households' choice of mode of travel, followed by travel time (17,7%) and reliability (15,2%).

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

Municipality	Factors prioritised	% of households within province
Dihlabeng	Travel cost	28,6
	Travel time	21,8
	Comfort	14,5
Xhariep	Travel cost	64,7
	Travel time	20,4
	Reliability	2,8
Maf_Moq	Travel time	29,4
	Safety from accidents	18,2
	Flexibility	16,7
Maluti a Phofung	Travel time	19,5
	Security from crime	18,2
	Flexibility	17,4
Mangaung	Travel time	29,6
	Flexibility	20,0
	Travel cost	15,8
Man_Set_Phu_Nke	Travel cost	28,7
	Travel time	27,1
	Flexibility	14,5
Matjhabeng	Travel cost	39,5
	Travel time	14,4
	Safety from accidents	9,5
Nal_Tok_Mas_Tsw	Travel cost	42,4
	Travel time	18,5
	Flexibility	14,9
Ngw_Met	Travel time	19,3
	Reliability	16,3
	Comfort	15,5
Free State	**Travel cost**	**24,0**
	Travel time	**23,1**
	Flexibility	**14,4**
Geographic location		
Metro	Travel time	28,5
	Flexibility	20,8
	Travel cost	16,1
Urban	Travel cost	29,9
	Travel time	20,0
	Flexibility	12,1
Rural	Travel time	24,8
	Travel cost	15,9
	Security from crime	11,8

Table 9.9 summarises most important factors influencing household's choice of mode of travel. Analysis shows that the most important factors influencing households mode of travel was travel cost (24%), travel time (23,1%) and flexibility (14,4%). Although almost all municipalities mentioned the same factors influencing their mode of travel, Maluti a Phofung LM came up with security of crime as one of the important factors influencing their mode of travel (18,2%).

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

Mode of travel	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Bus	1,9	1,7	1,4	3,6	13,7	2,0	3,2	2,7	1,1	**5,9**
Taxi	34,7	38,6	45,5	48,6	40,4	49,1	59,2	36,4	43,7	**45,3**
Car/bakkie/truck driver	12,4	11,1	16,0	5,4	15,7	8,5	10,1	14,2	23,2	**13,1**
Car/bakkie/truck passenger	9,2	32,2	11,2	4,0	7,7	9,8	7,6	9,6	5,2	**8,7**
Walk all the way	34,6	12,5	24,0	38,0	20,9	29,3	17,9	32,1	22,0	**24,7**
Other	7,1	4,0	1,9	0,5	1,6	1,2	2,0	5,1	4,8	**2,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The main modes of travel used by households were taxis (45,3%), walking all the way (24,7%), car/truck driver (13,1%) and car/truck passenger (8,7%). More than four in ten households in all municipalities except Xhariep DM and Dihlabeng LM noted taxis as their main mode. Most of households in Matjhabeng LM (59,2%) used taxis as their main mode of travel or walked all the way (17,9%). Close to 50% of households in Maluti-a-Phofung LM (48,6%) highlighted taxis as their main mode of travel, followed by walking all the way (38%). Most households in Ngwathe and Metsimaholo LM (47,7%) also mentioned taxis as their main mode of travel, followed by car/truck driver (23,2%) and walking all the way (22%).

9.5 Household use of public transport at a glance

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

Location	Mode of travel (per cent within municipality)	
	Taxis	Buses
Municipality		
Dihlabeng	58,9	13,2
Xhariep	25,4	1,1
Maf_Moq	67,6	4,4
Maluti a Phofung	86,0	13,1
Mangaung	76,0	36,4
Man_Set_Phu_Nke	56,9	7,4
Matjhabeng	76,0	9,4
Nal_Tok_Mas_Tsw	37,2	6,9
Ngw_Met	73,0	1,7
Free State	**64,8**	**14,1**
Geographic region		
Metro	80,0	34,8
Urban	70,0	7,3
Rural	56,1	14,1
Reasons for non-use of service by non-users		
Not available	13,1	37,3
Service-related reasons	28,8	19,7
Other reasons	58,1	43,0

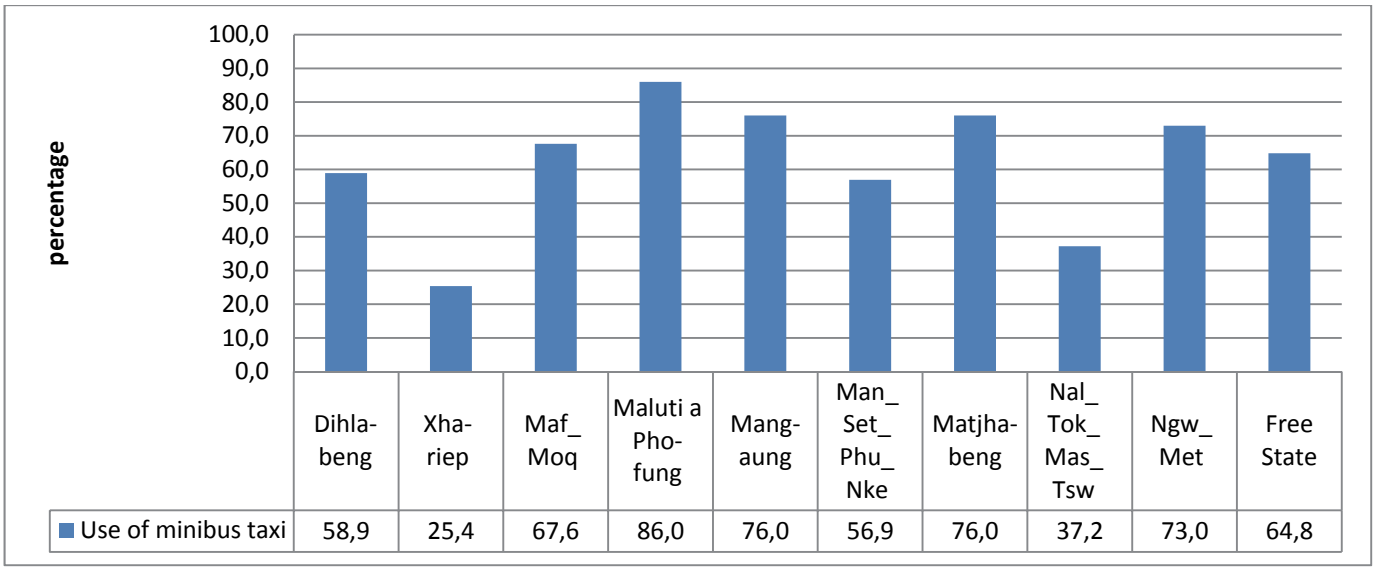
Other reasons include: crime, congestion, poor road conditions, etc.

In relation to public transport in the Free State, households were more likely to use taxis (64,8%) rather than buses (14,1%). Maluti-a-Phofung LM (86%) had the highest proportion of households who used taxis, followed by Ngwathe and Metsimaholo LM (73%). Approximately three quarters (76%) of households in Mangaung and Matjhabeng LM made use of taxis. Most of the households in the province who used buses for public transport were from Mangaung (36,4%), followed by Dihlabeng and Maluti a Phofung LM with 13% respectively.

Regardless of the geographic location, most people use taxis as their public transport; metropolitan areas with 80% had the highest proportion. Other reasons than availability and service-related reasons were popular reasons for non-use of both taxis and buses in Free State. Service-related reasons was second for taxis with approximately 29%, while bus availability (37,3%) was also an important reason for not using buses.

9.6 Use of minibus taxis

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



	Dihla-beng	Xha-riep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjha-beng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Use of minibus taxi	58,9	25,4	67,6	86,0	76,0	56,9	76,0	37,2	73,0	64,8

Percentages calculated within municipalities.

More than 60% of households in the Free State used minibus taxis (64,8%) during the calendar month preceding the survey. The use of minibus taxis was highest at Maluti-a-Phofung (86%), Mangaung (76%) and Matjhabeng (76%) LM, and lowest in Xhariep DM (25,4%), Nala, Tokologo, Masilonyane and Tswelopele LM (37,2%).

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

Municipality	Time category (per cent within municipality)				
	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total
Dihlabeng	41,0	32,8	24,6	1,6	**100,0**
Xhariep	47,4	38,6	14,0	*	**100,0**
Maf_Moq	75,4	17,5	6,3	0,8	**100,0**
Maluti a Phofung	71,6	17,7	10,7	*	**100,0**
Mangaung	89,1	9,1	1,6	0,2	**100,0**
Man_Set_Phu_Nke	69,7	21,9	8,4	*	**100,0**
Matjhabeng	66,2	28,7	4,8	0,3	**100,0**
Nal_Tok_Mas_Tsw	52,5	26,3	15,0	6,3	**100,0**
Ngw_Met	74,8	17,2	8,0	*	**100,0**
Free State	**73,3**	**19,4**	**6,9**	**0,5**	100,0
Metro	89,5	9,2	1,0	0,2	**100,0**
Urban	67,2	23,3	8,7	0,8	**100,0**
Rural	65,9	22,9	11,2	*	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals exclude unspecified cases of walking time.

Table 9.11 presents time taken to walk to the nearest taxi rank/route stations. Most households in Free State (73,3%) get to the nearest taxi rank within 15 minutes, and 19,4% take 16 to 30 minutes to get to the taxi rank.

Approximately 90% of households in Mangaung are within 15 minutes walking distance from their nearest taxi rank and 9,1% needed to walk between 16 and 30 minutes. In Xhariep DM, 47,4% proportion of households took less than 15 minutes to get to the taxi rank followed by 38,6% who took 16 to 30 minutes. About 41% of households in Dihlabeng LM took 15 or less minutes, followed closely by 32,8% who walked between 16 and 30 minutes to the nearest taxi rank.

In all geographic areas in Free State, most households walked 15 minutes or less to get to the taxi rank with the best access in metropolitan areas (89,5%), followed by urban (67,2%) and rural (65,9%). One in five households in urban and rural areas needed 16 to 30 minutes to get to the nearest taxi rank.

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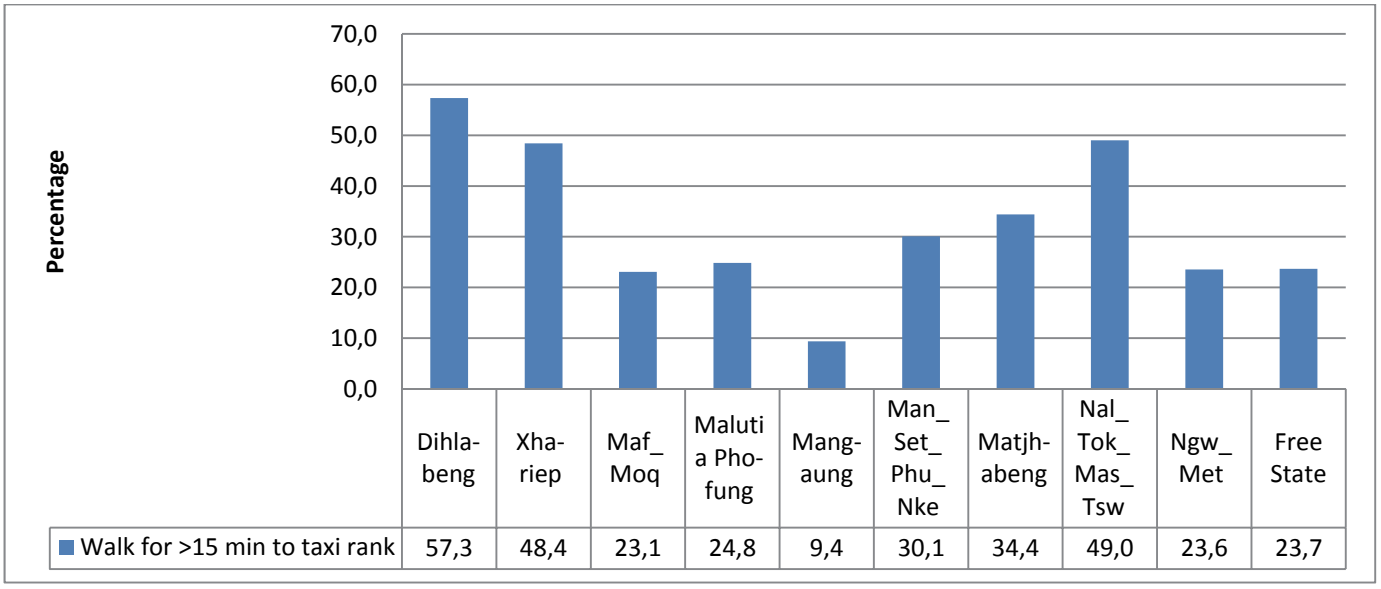
Figure 9.7: Percentage of households who used taxis during the calendar month preceding the survey who walk for more than 15 minutes to reach their nearest taxi rank/route by municipality



Percentages calculated within district municipalities.

About a quarter of households (23,7%) walked more than 15 minutes to reach the nearest taxi. Almost 60% of households in Dihlabeng LM (57,3%) walked 15 minutes or more to reach the nearest taxi, and close to half of households in Nala, Tokologo, Masilonyane, Tswelopele LM (49%) and Xhariep DM (48,4%) walked more than 15 minutes to get to the nearest taxi. Only 9,4% of households in Mangaung walked 15 minutes or more to reach the nearest taxi and 23,1% in Mafube and Moqhaka LM.

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

Percentage of non-users	Municipality (per cent within municipality, all reasons combined)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Not available	19,6	19,1	22,6	11,9	8,8	34,3	9,9	28,9	6,8	**17,5**
Prefer bus	*	*	*	1,9	2,7	*	*	*	*	**0,7**
Prefer private transport	52,2	19,7	43,0	27,8	58,8	15,5	48,2	27,1	60,8	**40,7**
Can walk	6,2	7,8	14,8	1,4	3,8	12,5	4,1	5,6	4,8	**6,6**
Don't travel much	6,8	10,5	3,7	7,3	1,2	8,1	4,7	21,4	7,2	**7,9**
Reasons relating to service attributes	12,0	41,4	14,6	43,1	19,7	29,7	30,3	15,6	6,5	**22,6**
Other reasons	3,3	1,5	1,2	6,5	5,1	*	2,9	1,5	13,8	**4,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Other reasons include: too many accidents, taxis too expensive, drivers drive recklessly, etc.

The most common reasons for not having used taxis in the Free State during the calendar month preceding the survey was that households preferred private transport (40,7%), reasons relating to taxi service attributes (22,6%) and non-availability of taxis (17,5%). Buses seem to be not competing with taxis as only 0,7% preferred buses rather than taking a taxi.

A large proportion of the households in Ngwathe and Metsimaholo LM (60,8%) preferred private transport. Households in Mantsopa, Setsoto, Phumelela and Nketoana LM mentioned taxis not being available (34,3%) as the major reason for not having used taxis. This was followed by reasons relating to taxi service attributes (29,7%) and preferred private transport (15,5%). In Maluti-a-Phofung most households mentioned reasons relating to taxi service attributes (43,1%) as the major problem, followed by households preferring private transport (27,8%) and taxis not being available (11,9%).

Table 9.14: Dissatisfaction levels with minibus taxi services by municipality

Attributes of the minibus taxi services	Per cent of minibus taxi users who are dissatisfied									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
The distance between the taxi rank/route and your home	3,3	2,8	9,2	8,3	25,2	9,3	25,7	8,3	8,0	**100,0**
The travel time by taxi	3,8	3,8	14,0	5,4	23,0	8,8	23,4	8,6	9,2	**100,0**
Security on the walk to/from the taxi rank	3,6	2,4	7,7	10,1	31,9	6,4	25,3	6,4	6,2	**100,0**
Security at the taxi ranks	4,7	2,5	7,7	10,4	34,0	6,6	23,0	5,7	5,4	**100,0**
Security on the taxis	3,0	2,0	8,9	10,5	35,1	6,4	23,3	5,2	5,6	**100,0**
The level of crowding in the taxis	3,1	3,3	10,1	7,2	24,6	8,2	30,0	4,1	9,4	**100,0**
Safety from accidents	4,4	1,8	10,9	5,1	37,9	7,2	18,2	5,0	9,6	**100,0**
The frequency of taxis during peak period	2,5	3,6	11,7	3,9	31,1	11,5	21,4	5,9	8,4	**100,0**
The frequency of taxis during off-peak period	2,2	4,1	9,6	6,6	32,2	7,5	21,4	7,5	8,8	**100,0**
The waiting time for taxis	5,6	3,1	10,5	5,3	24,6	10,9	18,8	9,1	12,1	**100,0**
The taxi fares	5,0	2,6	9,2	12,5	21,5	8,3	23,9	7,2	9,9	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	4,2	1,5	8,6	6,1	35,2	9,0	21,9	7,3	6,3	**100,0**
Roadworthiness of taxis	2,5	1,0	9,4	6,8	31,5	7,3	24,8	8,0	8,7	**100,0**
Behaviour of the taxi drivers towards passengers	3,1	0,7	6,5	5,3	37,7	5,7	28,6	6,7	5,8	**100,0**
The taxi service overall	3,5	1,1	12,2	3,9	28,4	6,4	28,6	7,1	8,8	**100,0**
Attributes of the minibus taxi services	**Per cent of minibus taxi users who are dissatisfied**									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
The distance between the taxi rank/route and your home	22,8	23,5	41,3	15,5	26,5	27,9	41,1	45,2	25,3	**29,0**
The travel time by taxi	18,0	26,4	43,3	6,3	18,2	18,1	25,2	33,2	22,5	**20,5**
Security on the walk to/from the taxi rank	29,3	20,8	45,0	23,1	46,6	24,1	44,6	40,3	25,6	**37,7**
Security at the taxi ranks	49,3	25,0	52,6	25,8	54,6	28,6	43,7	39,2	31,8	**42,8**
Security on the taxis	27,0	18,0	46,8	19,8	46,1	21,0	38,0	30,3	25,1	**35,0**
The level of crowding in the taxis	22,8	21,4	38,8	12,3	24,2	21,9	41,4	27,1	27,7	**26,6**
Safety from accidents	39,1	16,5	57,3	12,7	52,0	27,8	34,7	43,6	38,4	**38,6**
The frequency of taxis during peak period	23,4	24,3	47,6	7,3	34,3	33,4	31,1	40,4	25,4	**29,1**
The frequency of taxis during off-peak period	22,8	34,0	46,6	12,1	37,2	24,7	35,3	58,3	31,4	**32,3**
The waiting time for taxis	50,6	33,9	56,5	11,0	34,7	37,4	36,2	57,1	50,5	**36,0**
The taxi fares	41,5	31,1	47,0	34,4	28,2	27,0	46,1	45,2	41,8	**36,1**
The facilities at the taxi ranks, e.g. toilets, offices	63,0	22,4	64,4	24,5	68,9	54,5	56,5	62,6	38,1	**54,8**
Roadworthiness of taxis	23,4	12,0	53,7	17,7	47,3	27,1	51,1	54,3	41,9	**40,6**
Behaviour of the taxi drivers towards passengers	27,6	6,4	43,8	11,5	44,4	18,3	49,3	33,1	30,1	**34,9**
The taxi service overall	26,6	10,0	54,9	7,5	31,0	19,7	48,9	38,4	31,2	**31,2**

Responded could select more than one attribute for percentage calculated within municipalities.

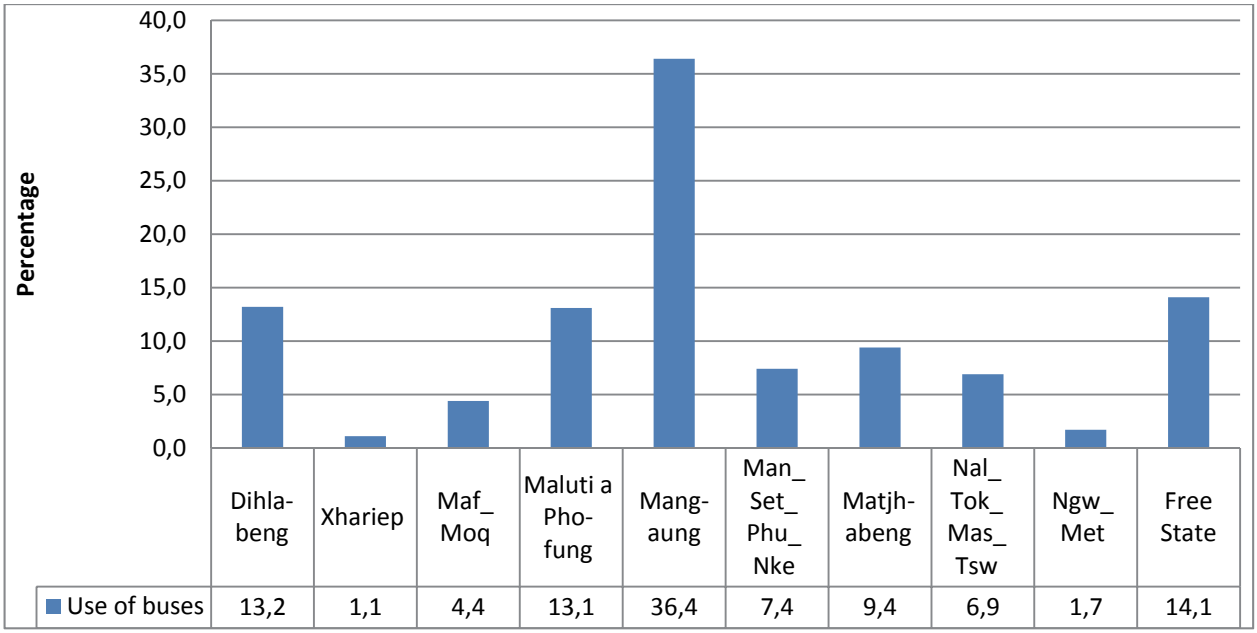
About 31,5% of dissatisfaction from roadworthiness of taxis were from households in Mangaung and 24,8% from households in Matjhabeng LM, while only 1% for households in Xhariep DM had a problem with this. A third of those who were dissatisfied with the level of crowding in taxis were from Matjhabeng LM, followed by a quarter (24,6%) in Mangaung and 10,1% in Mafube and Moqhaka LM. Approximately a quarter of households in Matjhabeng LM (25,7%) and Mangaung (25,2%) were dissatisfied with the distance between their taxi rank and their homes.

A large proportion of people in Free State (54,4%) mentioned the facilities at the taxi rank as the major problem with minibus taxi services. Security at the rank (42,8%) and the roadworthiness of taxis (40,6%) were also significant factors that determined the satisfaction levels with minibus taxi services in the province.

About 70% of households in Mangaung (68,9%), 64,4% in Mafube and Moqhaka LM and 63% in Dihlabeng, Nala, Tokologo, Masilonyane and Tswelopele LM mentioned facilities at the taxi rank as the biggest contributor to dissatisfaction with minibus taxis services. More than half of households in Mangaung (54,6%), Mafube and Moqhaka LM (52,%) mentioned security at the rank as a problem. Above 50% of households in Nala, Tokologo, Masilonyane, Tswelopele, Mafube, Moqhaka and Matjhabeng LM noted roadworthiness of taxis to be a problem with minibus taxi services.

9.7 Use of buses

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



	Dihla-beng	Xhariep	Maf_ Moq	Maluti a Pho-fung	Mang-aung	Man_ Set_ Phu_ Nke	Matjh-abeng	Nal_ Tok_ Mas_ Tsw	Ngw_ Met	Free State
Use of buses	13,2	1,1	4,4	13,1	36,4	7,4	9,4	6,9	1,7	14,1

Percentages calculated within municipalities.

Only 14% of Free State households reported using buses during the calendar month preceding the survey. Most households who reported to have used buses were from Mangaung (36,4%), Dihlabeng LM (13,2%) and Maluti-a-Phofung LM (13,1%). In Xhariep DM, only 1% of households reported to have used buses and about 2% from Ngwathe and Metsemaholo LM.

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

Municipality	Time category (per cent within municipality)				
	1–15 minutes	16–30 minutes	31–60 minutes	> 60 minutes	Total
Dihlabeng	16,7	33,3	50,0	*	**100,0**
Xhariep	*	*	*	*	**100.0**
Maf_Moq	66,7	33,3	*	*	**100,0**
Maluti a Phofung	57,1	33,3	9,5	*	**100,0**
Mangaung	89,3	9,9	0,4	0,4	**100,0**
Man_Set_Phu_Nke	60,0	40,0	*	*	**100,0**
Matjhabeng	83,3	16,7	*	*	**100,0**
Nal_Tok_Mas_Tsw	73,3	6,7	6,7	13,3	**100,0**
Ngw_Met	100,0	*	*	*	**100,0**
Free State	**83,6**	**13,3**	**2,2**	**0,9**	**100,0**
Geographic location					
Metro	88,6	10,5	0,5	0,5	**100,0**
Urban	67,7	22,6	8,1	1,6	**100,0**
Rural	82,7	13,5	1,9	1,9	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals excluded unspecified case of walking time.

Most of the people in Free State (83,6%) reached their nearest bus station within 15 minutes, as indicated in Table 9.14. About 14% took 16 to 30 minutes walking to the bus stop, and a negligible percentage (1%) of households indicated that they walked longer than an hour to reach the bus station.

Households in Mantsopa, Setsoto, Phumelele and Nketoana LM were more likely to walk 15 minutes or less (60%) followed by those who walk 16 to 30 minutes (40%) to the nearest bus station. Half of the households in Dihlabeng LM walked 31 to 60 minutes to the nearest bus station, followed by households who took between 16 and 30 minutes (33,3%). Only 16,7% walked less than 15 minutes. All households in Ngwathe and Metsimaholo LM walked 15 minutes or less to the bus station.

About 90% of households in metros (88,6) walked within 15 minutes to the nearest bus station, followed by 10,5% who walked between 16 and 30 minutes. Close to 70% of households in urban areas (67,7%) walked within 15 minutes and 22,6% walked 16 to 30 minutes to the nearest bus station. Just above 80% of households in rural areas (82,7%) walked 15 minutes or less to the nearest bus station and 13,5% walked between 16 and 30 minutes.

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

Reasons	Municipality (per cent within municipality, all reasons combined)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
Not available	64,9	90,2	86,3	8,5	6,9	87,7	82,7	87,4	66,7	**55,0**
Prefer taxi	8,0	*	3,0	20,6	20,6	2,0	1,7	0,9	10,9	**9,7**
Prefer private transport	9,6	1,8	8,2	4,6	23,4	2,4	2,9	6,0	15,6	**10,2**
Can walk	*	*	*	2,5	2,7	0,7	0,1	1,6	0,4	**1,2**
Don't travel much	9,8	0,3	1,3	0,9	16,5	2,8	3,0	3,8	1,9	**5,8**
Reasons relating to service attributes	7,0	7,8	1,1	62,7	28,4	4,5	9,6	0,4	4,4	**17,6**
Other	0,8	*	*	0,1	1,7	*	*	*	*	**0,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: bus too expensive, buses too crowded, buses always late, etc.

Table 9.15 summarises the main reasons why a bus was not used during the calendar month preceding the survey. The non-availability of buses was the main reason for people in Free State (55%) to not take a bus. The second most important reason given for not using the bus was reasons related to bus attributes (17,6%), followed by preference for private transport (10,2%).

In Xhariep DM, 90,2% of households noted availability of buses as the major reason for not using buses and 7,8% highlighted reasons relating to bus services as significant. Most of Maluti-a-Phofung LM households (62,7%) mentioned reasons relating to bus services as the main reason for not using buses, and 20,6% preferred taxis. Close to a third of households in Mangaung (28,4%) noted reasons relating to bus service attributes as the major reason for not using buses, followed by households who preferred private transport (23,4%) and taxis.

Table 9.17: Dissatisfaction with bus services by municipality

Attributes of the bus service	Municipality (per cent across municipality, within Free State)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
The distance between the bus stop and your home	3,6	1,8	3,6	15,3	61,3	3,6	6,3	3,6	0,9	**100,0**
The travel time by bus	*	1,2	2,4	14,1	58,8	9,4	8,2	4,7	1,2	**100,0**
Security on the walk to/from the bus stop	2,0	0,7	0,7	15,9	63,6	6,0	7,9	3,3	*	**100,0**
Security at the bus stops	1,9	0,6	*	14,2	64,5	7,1	8,4	3,2	*	**100,0**
Security on the buses	1,8	*	*	11,6	74,1	9,8	1,8	0,9	*	**100,0**
The level of crowding in the bus	2,8	0,6	0,6	7,9	76,8	6,2	1,1	4,0	*	**100,0**
Safety from accidents	4,6	*	3,7	11,1	69,4	7,4	0,9	2,8	*	**100,0**
The frequency of buses during peak period	0,8	*.	2,5	11,9	69,5	8,5	3,4	3,4	*	**100,0**
The frequency of buses during off-peak period	0,8	*	2,3	12,0	69,2	10,5	2,3	3,0	*	**100,0**
The punctuality of buses	4,6	*	3,4	6,9	69,0	6,9	2,3	6,9	*	**100,0**
The bus fares	2,8	*	2,8	3,7	77,6	.	9,3	3,7	*	**100,0**
The facilities at the bus stop, e.g. toilets, offices	4,6	*	0,9	1,4	70,4	3,7	12,0	6,9	*	**100,0**
Behaviour of the bus drivers towards passengers	*	*	1,1	3,2	87,4	1,1	5,3	2,1	*	**100,0**
The bus service overall	2,2	1,1	1,1	7,9	79,8	3,4	2,2	2,2	*	**100,0**
Availability of information	3,0	*	1,5	16,4	64,2	7,5	4,5	3,0	*	**100,0**

Attributes of the bus service	Municipality (per cent within municipality)									
	Dihlabeng	Xhariep	Maf_Moq	Maluti a Phofung	Mangaung	Man_Set_ Phu_Nke	Matjhabeng	Nal_Tok_ Mas_Tsw	Ngw_Met	Free State
The distance between the bus stop and your home	26,3	43,2	80,4	30,8	21,4	12,9	14,2	15,1	44,9	22,8
The travel time by bus	*	22,0	33,0	31,3	16,8	25,4	14,3	18,2	44,9	18,4
Security on the walk to/from the bus stop	19,6	22,0	16,4	56,6	38,4	29,3	24,8	21,1	*	36,3
Security at the bus stops	19,6	22,0	0,0	52,1	42,2	47,6	27,7	28,8	*	39,4
Security on the buses	17,1	*	*	28,2	33,6	39,4	9,9	5,4	*	27,8
The level of crowding in the bus	39,7	27,9	19,8	45,0	46,0	31,7	5,0	33,5	*	39,6
Safety from accidents	42,0	*	80,4	30,8	25,1	22,4	2,1	12,6	*	24,0
The frequency of buses during peak period	12,9	*	50,0	37,5	27,2	30,8	9,1	19,6	*	25,7
The frequency of buses during off-peak period	12,9	*	50,0	40,2	31,0	42,0	5,7	19,6	*	28,6
The punctuality of buses	34,2	*	50,0	20,3	18,9	21,3	3,6	26,9	*	18,7
The bus fares	28,6	*	67,2	11,6	25,6	*	19,1	19,3	*	23,0

The facilities at the bus stop, e.g. toilets, offices	92,7	*	50,1	11,6	53,9	33,6	51,8	67,5	*	51,1
Behaviour of the bus drivers towards passengers	*	*	19,8	5,6	28,0	3,9	10,0	9,0	*	20,9
The bus service overall	15,3	*	19,8	24,9	23,1	9,4	5,1	9,7	*	19,8
Availability of information	18,7	*	19,8	69,4	13,5	14,3	6,3	6,1	*	13,9

Responded could select more than one attribute for percentage calculated within municipalities.

Table 9.16 summarises reasons for dissatisfaction with bus services. Close to 90% of dissatisfaction as a result of the behaviour of the bus drivers towards passengers was experienced in Mangaung (87,4%), followed by 8,3% in Matjhabeng. Most households who were dissatisfied by the lack of security on the walk to and from the bus stop were from Mangaung (63,4%), Maluti-a-Phofung (15,9%) and Matjhabeng (7,9%).

From the bottom half of the table, the biggest problems in the province were: facilities at the bus stops (51,1%), level of crowding in the bus (39,6,%), security at the bus stop (39,4%) and security on the walk to and from the bus stop (36,3%). The facilities at the bus stop was the greatest problem to households in Dihlabeng LM (92,7%) and also Nala, Tokologo, Masilonyane and Tswelopele LM (67,5%). About 80% of households in Mafube and Moqhaka LM (80,4%) mentioned safety from accidents and distance between the bus stop and their home as their biggest problems with bus services.

10. Technical notes

10.1 The questionnaire

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

Table 10.1: Contents of the questionnaire

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

10.2 Transport Analysis Zones

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

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

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

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

10.3 Sampling and weighting

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

The adjusted weights for the National Household Travel Survey (NHTS) 2013 full sample were obtained by applying three adjustments to the base-weights (also known as design weights). The first adjustment was applied to account for PSU natural growth; the adjustment factors were truncated at the 99th percentile (which was 2,32432) in an attempt to minimise the sample variation. The second adjustment was applied to account for the EAs with fewer than 25 households excluded during the survey design (i.e. adjustment for the Take-none portion), and the third was the non-response adjustment. There were two types of non-response adjustments: PSU non-response adjustment and household non-response adjustment. The PSU non-response adjustment was applied at the stratum level, whereas the household non-response adjustment was applied at the PSU level.

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

Table 10.2: Sample distribution across provinces

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

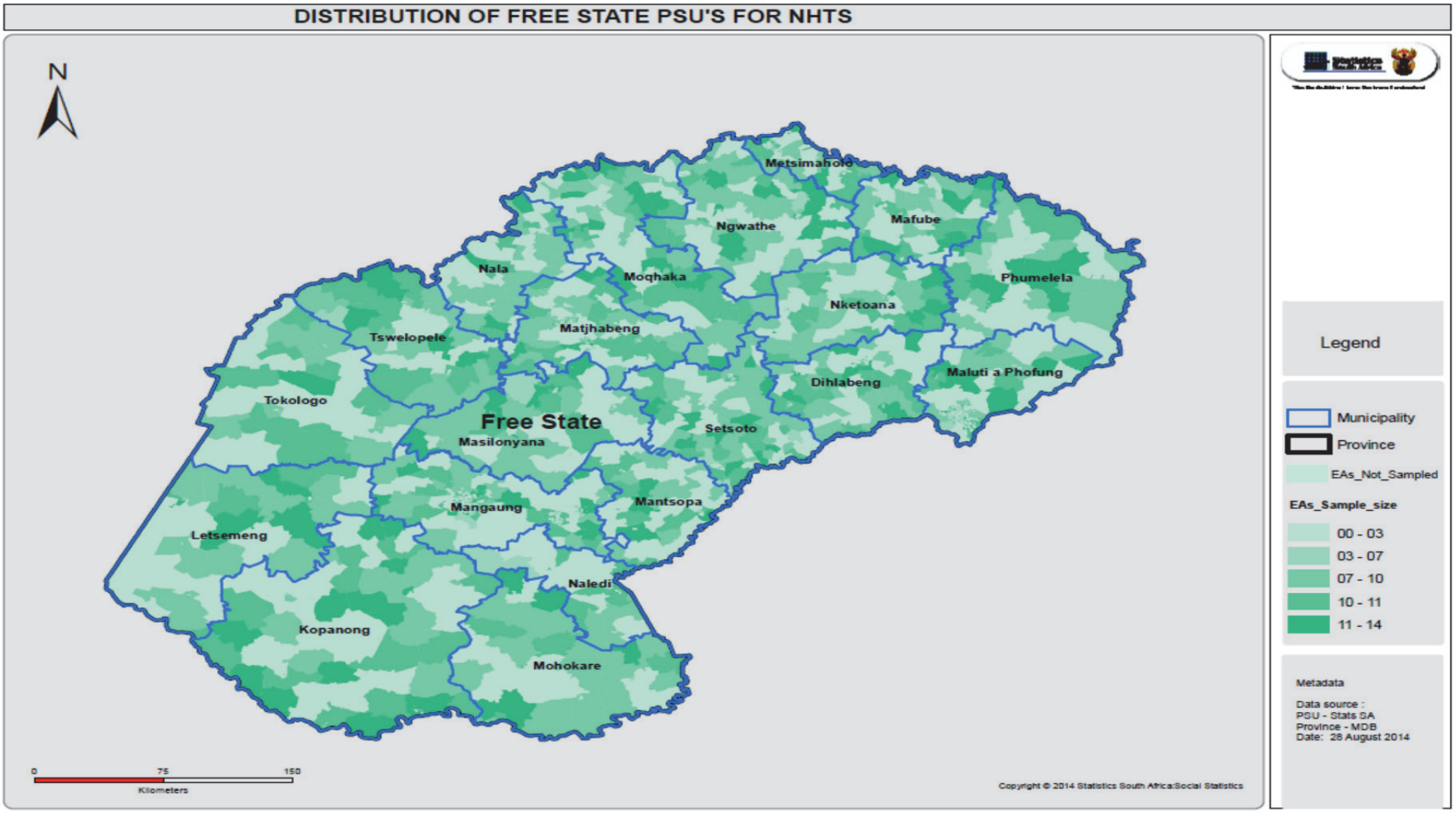
Table 10.3: Sample distribution across municipality

Province	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Dihlabeng	14	11	147
Xhariep	32	11	342
Maf_Moq	26	10	256
Maluti a Phofung	36	10	367
Mangaung	76	10	791
Man_Set_Phu_Nke	42	10	423
Matjhabeng	56	10	576
Nal_Tok_Mas_Tsw	38	10	377
Ngw_Met	30	11	322
Free State	**350**	**10**	**3 601**

10.4 Data collection

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

Map 10.1: PSU sample distribution



Map 10.2: Taz zones in Free State

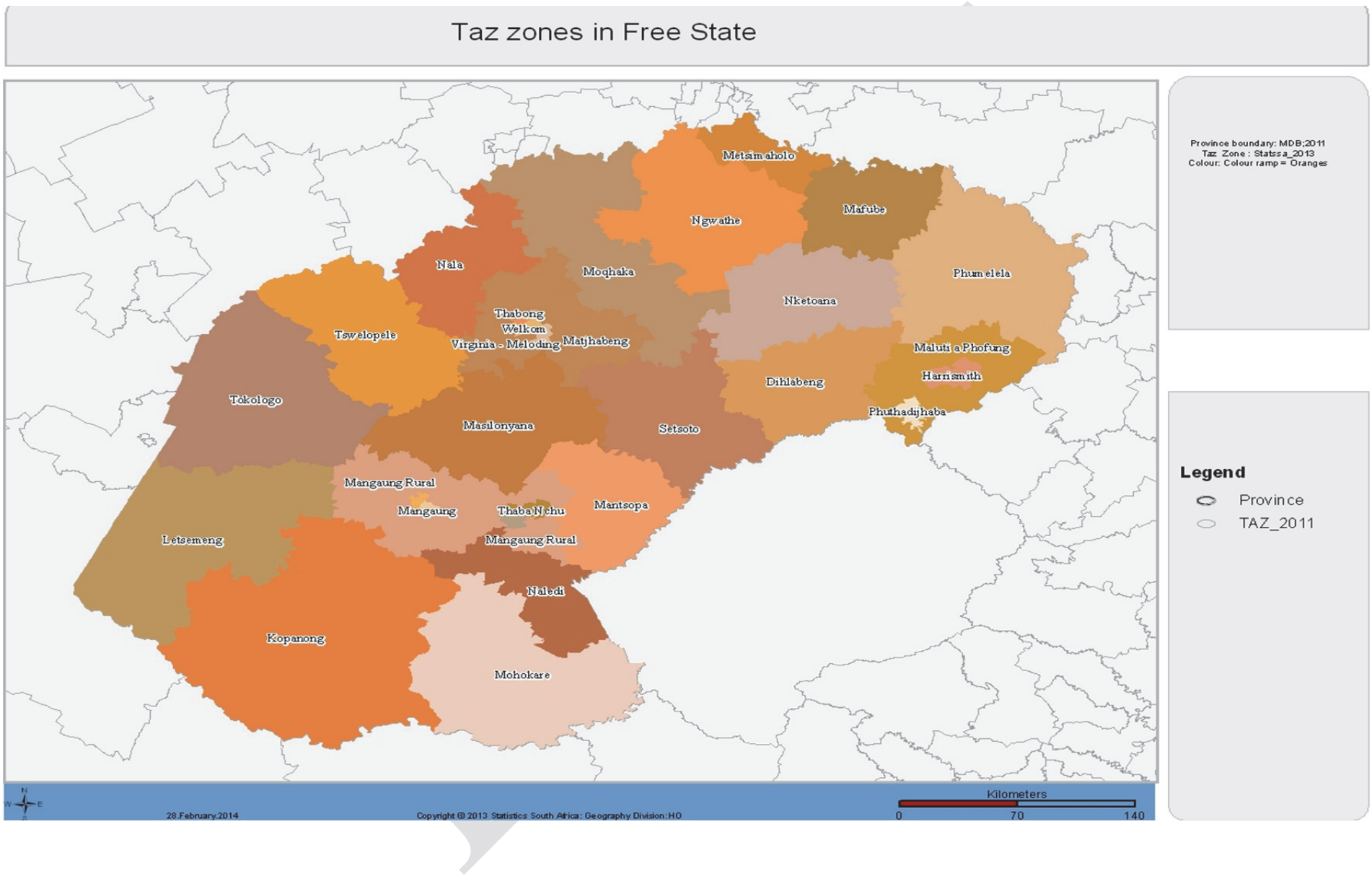
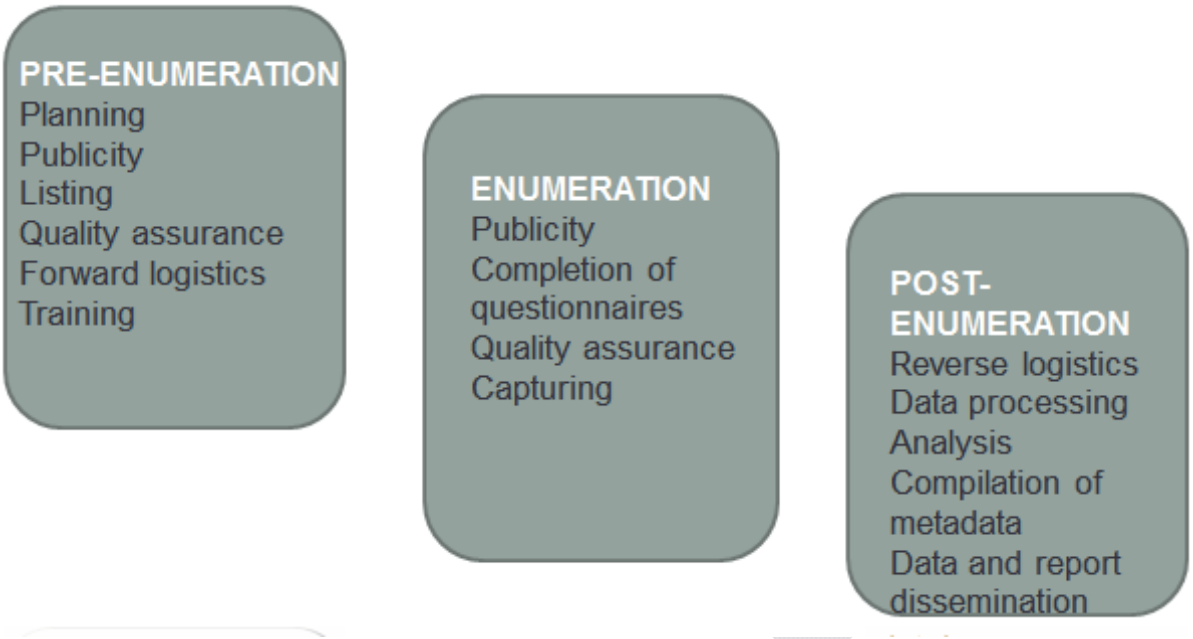


Figure 10.1: Phases of data collection



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

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

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

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

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

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

A number of quality assurance procedures were implemented by different survey teams. The process was conducted by the provincial QAs, Head Office QAs, the FWCs/DSCs and the District Managers in certain districts. The main role of the quality assurance team was to check quality of all questionnaires

and verify non-responses. The roles of quality assurers were highlighted in the QA manual with all the reporting forms attached and explained.

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

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

As can be seen in Table 10.4, a total of 800 Fieldworkers, 267 Supervisors and 52 District Fieldworker Coordinators were contracted for the survey. Their numbers and distribution per province were largely determined by the distribution of the sampled dwelling units.

Table 10.5: Contract fieldwork force

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

10.5 Response rates

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

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

Result code	Label	Response code	Frequency	Per cent
11	Completed	1	43 389	83,6
12	Partly completed	1	118	0,2
21	Non-contact	2	5 409	10,4
22	Refused	2	2 345	4,5
31	Unoccupied	3	26	0,1
32	Vacant	3	8	0,0
33	Demolished	3	2	0,0
34	New dwelling under construction	3	2	0,0
Missing or Invalid	Missing or invalid codes	3	605	1,2

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

Table 10.7: National and provincial level response rates

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

10.6 Limitations of the study

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

10.7 Comparability with previous surveys

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

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

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

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

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

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

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

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

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

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

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

Glossary

Concept	Definition
Bakkie	A light delivery vehicle (LDV), which is a truck of one ton or less.
Bakkie taxi	In some parts of South Africa, bakkies are used for the conveyance of passengers for reward. Bakkie taxis are fairly common in rural areas where they are used to transport passengers to the main modes of travel or to transport children to school. Bakkies often have canopies when used to transport passengers.
BRT bus	Bus Rapid Transit system bus.
Bus	A road-based public transport vehicle which can carry more than about 18 passengers.
Business trip	A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. A 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.
Day trip	A trip taken in the past twelve months, other than for educational, work and business purposes. Also consider a 2km or more away from usual home.
Destination	The end point of a trip.
Domestic workers	A domestic worker is a person employed **by a private household** to do work such as cleaning, gardening and general household chores, irrespective of whether he/she is paid in cash or in kind. Note that domestic workers may be remunerated in **cash** (as a wage) **or in kind** (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction '**by a private household**', this is important, since domestic type work (e.g. cleaning, gardening etc.) that is undertaken by persons for a **private business** or government, is NOT domestic work.
Dwelling under construction	A dwelling that has not been built completely as yet.
Dwelling unit	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).

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

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on the land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defence force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16000 kg>= C1 = HMV, 3500 kg up to 16000 kg EC1 = Heavy duty vehicle EC = Extra-heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the 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 usual home. The trip has to be 2 km or further from usual home.
Private transport	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus private transport included car drivers, car passengers and company vehicles.
Public transport	All transport services for which passengers made payment and included trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes; it includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old age homes — applies only to the aged Retirement villages — applies only to those in frail care Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.

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

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