National Household Travel Survey
Free State profile

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NHTS Provincial Report
Free State Profile
2022

Statistics South Africa

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Statistician General

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Abbreviations

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

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

The number of Free State residents who travelled during the seven days prior to the survey increased from 2,5 million in 2013 to 2,2 million in 2020. Of those who took trips across all district municipalities, Mangaung had the largest proportion of persons who undertook trips, with 30,9% followed by Thabo Mofutsanyane (23,0%) and Fezile Dabi (21,3%). Xhariep had the lowest contribution on total number of persons who undertook trip, with only 4,3%.

A total of 76,7% of Free State residents undertook trips seven days prior to the interview. When the proportion of travellers within district municipalities is considered, persons of Fezile Dabi (88,5%) were most likely to travel in the week before their interviews followed by those who reside in Mangaung (79,3%) and Lejweleputswa (72,8%).

The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54 year age group. Travelling patterns for this age group were 43,9% for Saturdays and 49,9% for Sundays.

Main purpose of travel by household members

Provincially, the main purposes of travelling were going to an educational institution, travelling to work, visiting the shops and visiting friends/relatives. Going on a trip for holiday/leisure purposes and travelling to a welfare office were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

The results indicate that in Free State, 'walking all the way' was the main mode of travel used by household members to reach their destination. A little more than 1,1 million Free State residents walked all the way to their destination, followed by more than three hundred and eighty thousand individuals who made use of a taxi and more two hundred and eighty thousand who used a car/truck as the driver of such vehicle.

Education and education-related travel

Learners' travel patterns and modes of transport

Learners in urban areas (85,1%) were more likely to attend an educational institution than those in rural areas (14,9%). The results show that 'walking all the way' was the primary method used by scholars to reach their school (74,4%). This pattern is also true for scholars living with disabilities (73,7%).

Travelling by taxi (12,7%) was the second most used mode of travel by scholars, followed by travelling by car/truck as a passenger (8,7%). Similarly, scholars living with disabilities indicated taxis (14,4%) as their second most used travel mode, followed by travelling by car/truck as a passenger (12,9%).

Of those who used private transport, most learners were passengers (9,1%) in a car/truck rather than drivers (1,7%). Taxis (15,2%) were the second most used mode of travel after walking all the way, and this was particularly the case in Lejweleputswa (19,8%), Thabo Mofutsanyane (15,1%) and Mangaung (15,0%). Provincially, buses were only the fourth most used mode of transport.

Xhariep (82,2%) had the highest percentage of learners who left their place of residence from 07:00 to 07:59 when compared to other district municipalities, followed by Lejweleputswa (77,7%). Almost 27 per cent of the learners in Fezile Dabi (26,5%) left their place of residence between 06:30 and 06:59. Learners who left their place of residence before 06:30 were more likely to be from Thabo Mofutsanyane (13,7%).

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

Workers' geographic location

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers, as shown in Table 4.2. About sixty per cent (58,3%) of rural workers indicated that they worked five days a week compared to 55,0% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (17,5%) and less likely to work more than five days a week (27,4%).

Workers' mode of travel

Provincially, the main mode of transport that carries the largest share of workers is walking all the way (33,2%), and private car/truck as drivers, which account for 32,4%. Almost one in five workers used taxi (20,7%),About 6,6% travelled by bus and another 5,6% travelled by Car/truck as passengers.

Of the 164 000 workers who drove all the way to work, approximately 90 per cent resided in urban areas while nearly 12 per cent resided in rural areas (11,5%). Across the district municipalities, Fezile Dabi (25,8%) and Mangaung (32,6%) recorded the highest percentage of workers who drove all the way to work. By comparison, Lejweleputswa (25,5%), recorded the highest proportions of workers who hitchhiked all the way to work.

Total time travelled to work

Most of the workers who travelled by taxi took between 31 to 60 minutes to reach their place of work (44,1%). About 40,0% (40,4%) travelling by taxi needed 30 minutes or less to reach their destination, and 15,5% of workers needed more than an hour. Xhariep (65,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi followed by Thabo Mofutsanyane (58,5%).

Business trips

Of the 791 000 workers aged 15 years and older who were interviewed, only 84 000 indicated that they undertook business trips during the reference period. Slightly 31% (31,1%) of business travellers were from Mangaung and 22,2% were from Thabo Mofutsanyane. Xhariep (5,1%) contributed the least to the provincial business travel count.

Xhariep (78,0%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel followed by Mangaung (76,9%). Concerning the business trips made by cars or truck as passengers, business travellers in Lejweleputswa (18,3%) were more likely to use this mode than in any other district municipality followed by Fezile Dabi (14,1%).

Other travel patterns – day and overnight trips

Day trips

A total of 2,1 million persons aged 15 years and older were asked whether 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. About 625 000 individuals indicated that they had undertaken day trips. Fezile Dabi had the highest proportion of persons who had undertaken day trips at 28,0%, followed by Mangaung (26,5%). Xhariep (7,1%) had the lowest proportion of persons who undertook a day trip in the 12 months prior to the interview.

Nearly fifty-seven per cent of day trip travellers in Thabo Mofutsanyane (56,9%) used taxis as their main mode of travel, followed by Lejweleputswa (34,5%) and Fezile Dabi (32,8%). Travelling by car/bakkie/truck as a driver was commonly used by travellers in Fezile Dabi and Lejweleputswa, both at 28,4%, followed by Xhariep at 25,6%. Furthermore, Xhariep had the highest proportion of persons who walked all the way during their day trips (4,1%), this was higher than the provincial proportion of 0,7%.

Overnight trips

Out of the 2,1 million persons aged 15 years and older, slightly more than half a million indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months. Fezile Dabi (27,0%) had the highest proportion of persons who undertook overnight trips, and Mangaung followed at 25,4%. Xhariep (4,0%) had the smallest proportion of persons who undertook overnight trips.

Thabo Mofutsanyane had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Xhariep (31,9%), followed by Lejweleputswa (25,2%).Being a driver in a car/bakkie/truck was most common in Lejweleputswa (26,2%) followed by Fezile Dabi at 24,5%.

Household travel patterns, attitudes and perceptions

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

Most households who travelled to food or grocery shops (66,8%) travelled 15 minutes or less, followed by 20,5% who travelled between 16 and 30 minutes. More than 7 in 10 households lived within 30 minutes' travel time from other shops, religious institutions and medical service facilities.Services for which significant percentages of households have to travel more than an hour include a tribal authority (68,5%), library (48,7%) and welfare offices (34,5%).

Use of taxis, buses and trains

Two out of three Free State households walked to food and grocery shops (68,0%), while 55,8% walked to religious institutions, and 49,0% walked to a medical service facility. Taxis were the second most used mode of travel to access these facilities and services. More than half of households used a taxi when visiting other shops (52,4%), while 48,4% travelled by taxi to access Financial services/bank and 48,4% travelled by taxi to visit home affairs (45,7%). Taxis were also the main mode of travel to the police station (28,6%) and accessing municipal offices (34,0%).

The results further show that travelling by car/bakkie passenger was most likely to be used when visiting other shops (21,5%), financial services/banks (20,3%) and medical services (20,1%).

Attitudes and perceptions about transport

About sixteen percent (16,1%) indicated that they do not have transport related problems. Poor condition of roads (29,2%) was the most important transport-related problems experienced by households in the Free State province.

Dissatisfaction with taxi, and bus services

Most households were dissatisfied with the facilities at the taxi rank, e.g. shelters (50,7%), Roadworthiness of taxis (36,9%) and security at the taxi rank (33,0%) were the attributes most likely to elicit dissatisfaction amongst users. The facilities at the taxi rank, e.g. shelters was more prevalent in Thabo Mofutsanyane (65,6%) and Fezile Dabi (59,6%). Households who were not satisfied with the behaviour of the taxi drivers towards passengers were found more in Fezile Dabi (45,2%) followed by Thabo Mofutsanyane (28,1%). The roadworthiness of taxis was of most concern in Lejweleputswa (66,7%) and Fezile Dabi (62,9%).

The facilities at the bus stop, e.g. toilets, offices (41,5%) and the security at the bus stop (28,7%). Comparisons between district municipalities indicate that the frequency of buses during off-peak period was most important in Thabo Mofutsanyane (50,0%), followed by Mangaung (12,1%). The level of crowding in the bus were equally most likely to be problematic in Mangaung and Xhariep, both at 40,0%, whilst facilities at the bus stop were an important source of dissatisfaction in Thabo Mofutsanyane (50,0%) followed by Mangaung (46,3%).

Security at the bus stop was of most concern in Mangaung (34,2%) and Thabo Mofutsanyane (30,0%). Availability of bus information was of most concern in Fezile Dabi and Thabo Mofutsanyane at 30,8% and 30,0% respectively.

Factors influencing the household's choice of transport

Four out of five district municipalities mentioned travel cost as their biggest factor influencing their choice of travel mode more than travel time. The pattern was different in Thabo Mofutsanyane where travel time (32,5%) was more important than travel costs (29,7%).

Across all district municipalities, more households found that comfort was a more important factor than distance from home to transport. Equal percentages of Thabo Mofutsanyane households mentioned safety from accidents and comfortability as important factors, both at 6,5%. Flexibility was considered important in Lejweleputswa (20,0%).

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

About 55 000 households provincially reported owning between one to three bicycle in working order and used this for transport purposes. Mangaung had the highest proportion of households bicycles at 29,2% followed by Lejweleputswa (25,1%) and Fezile Dabi (24,8%)

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Statistician-General

2. General travel patterns

2.1 Trips undertaken during the seven days preceding the survey

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

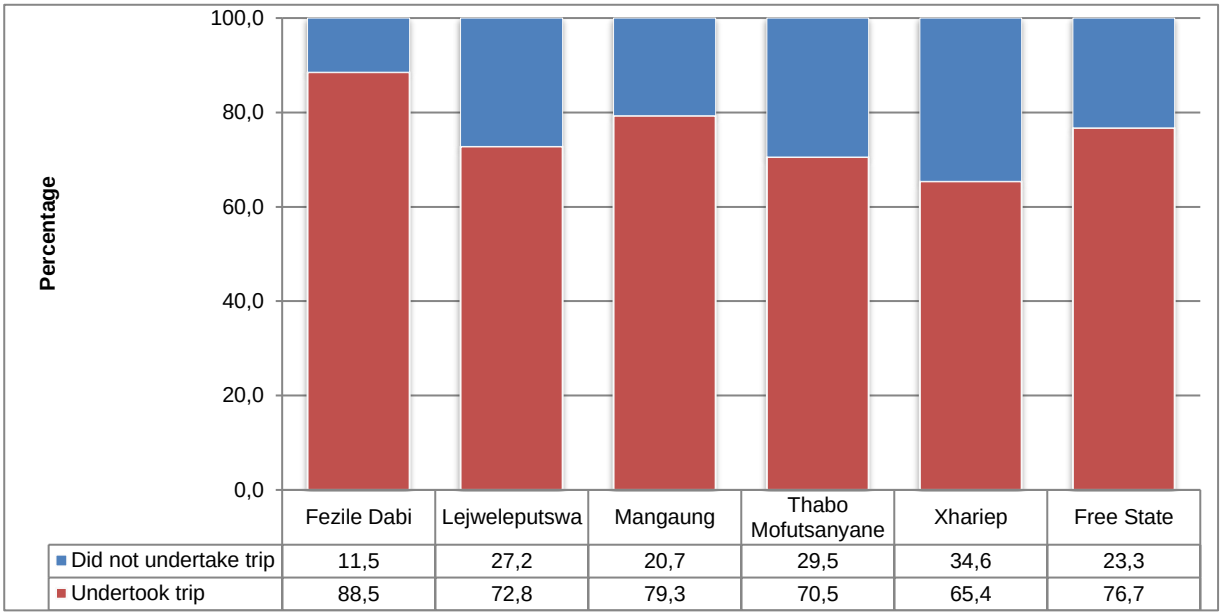
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020

District municipality	Undertook trip				Population ('000)	
	Number ('000)		Percentage of MP			
	2013	2020	2013	2020	2013	2020
Fezile Dabi	430	472	17,5	21,3	480	533
Lejweleputswa	559	457	22,7	20,6	649	628
Mangaung	715	685	29	30,9	817	864
Thabo Mofutsanyane	631	511	25,6	23,0	669	724
Xhariep	126	95	5,1	4,3	136	145
Free State	2 461	2 219	100 ,0	100 ,0	2 751	2 894

Percentages calculated within the district municipality.

Table 2.1 shows that the number of Free State residents who travelled during the seven days prior to the survey increased from 2,5 million in 2013 to 2,2 million in 2020. Of those who took trips across all district municipalities, Mangaung had the largest proportion of persons who undertook trips, with 30,9% followed by Thabo Mofutsanyane (23,0%) and Fezile Dabi (21,3%). Xhariep had the lowest contribution on total number of persons who undertook trip, with only 4,3%.

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



Percentage calculated within the district municipality.

Figure 2.1 shows the percentage of persons who undertook trips seven days before the interview. A total of 76,7% of Free State residents undertook trips seven days prior to the interview. When the proportion of travellers within district municipalities is considered, persons of Fezile Dabi (88,5%) were most likely to travel in the week before their interviews followed by those who reside in Mangaung (79,3%) and Lejweleputswa (72,8%)

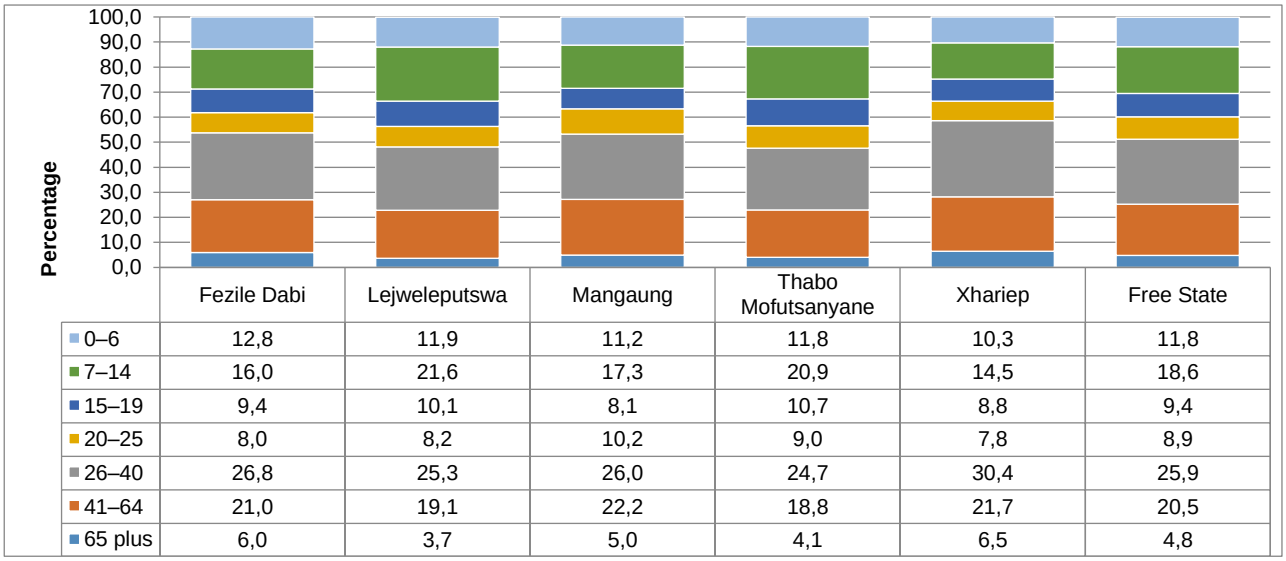
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District	Number persons who undertook trips (`000)	Sex			
		Male		Female	
		Number (`000)	Percentage of District municipality	Number (`000)	Percentage of District municipality
Fezile Dabi	471 865	242 074	51,3	229 792	48,7
Lejweleputswa	457 262	232 444	50,8	224 818	49,2
Mangaung	685 031	340 102	49,6	344 929	50,4
Thabo Mofutsanyane	510 519	251 971	49,4	258 548	50,6
Xhariep	94 763	47 989	50,6	46 773	49,4
Free State	**2 219 440**	**1 114 580**	**50,2**	**1 104 860**	**49,8**

Percentage calculated within the district municipality, within Free State.

Provincially, nearly equal proportions of persons who undertook trips were males (50,2%) compared to the 49,8% of females, as shown in Table 2.2. These patterns were observed in most district municipalities; however, Thabo Mofutsanyane had more females (50,6%) who undertook trips than males (49,4%)

Figure 2.2: Percentage of persons who undertook trips in the seven days prior to the interview by district municipality and age group, 2020



	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	Free State
0–6	12,8	11,9	11,2	11,8	10,3	11,8
7–14	16,0	21,6	17,3	20,9	14,5	18,6
15–19	9,4	10,1	8,1	10,7	8,8	9,4
20–25	8,0	8,2	10,2	9,0	7,8	8,9
26–40	26,8	25,3	26,0	24,7	30,4	25,9
41–64	21,0	19,1	22,2	18,8	21,7	20,5
65 plus	6,0	3,7	5,0	4,1	6,5	4,8

Percentages calculated within district municipalities.

Figure 2.2 represents the percentage of persons who undertook trips in the seven days preceding the survey period by district municipality and age group. In Free State, persons aged 0–6 years (11,8%) were less likely to travel than those aged 7–14 years (18,6%). Individuals aged 65 years and older were the least likely to travel (4,8%). The age group 26–40 years living in Xhariep were more likely to travel than those living in other district municipalities.

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

Indicator		Days of the week						
		Monday	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Sex	Male ('000)	1 098	1 095	1 098	1 091	1 086	617	592
	Per cent of males	78,8	78,6	78,8	78,3	78,0	44,3	42,5
	Female ('000)	1 052	1 041	1 037	1 039	1 038	567	624
	Per cent of females	70,1	69,4	69,1	69,2	69,2	37,8	41,6
Age group								
0 - 2	Number	72	71	70	71	72	36	40
	Per cent in age group	39,6	38,8	38,5	39,0	39,6	19,7	22,0
3-4	Number	84	85	85	85	85	33	38
	Per cent in age group	80,0	81,0	81,0	80,2	80,2	31,4	35,8
5-6	Number	116	116	116	116	115	38	40
	Per cent in age group	95,1	95,9	95,1	95,1	95,0	31,1	33,1
7-14	Number	421	422	422	421	421	136	152
	Per cent in age group	99,3	99,5	99,5	99,3	99,3	32,1	35,8
15 - 19	Number	209	210	209	211	209	83	87
	Per cent in age group	92,1	92,5	92,1	93,0	92,1	36,6	38,3
20 - 25	Number	187	187	187	187	181	117	115
	Per cent in age group	68,8	69,0	69,0	68,8	66,5	43,2	42,3
26 - 40	Number	535	530	534	526	532	377	363
	Per cent in age group	69,8	69,1	69,6	68,6	69,4	49,2	47,4
41 - 54	Number	323	315	311	308	310	203	197
	Per cent in age group	75,5	73,8	72,8	72,0	72,4	47,4	46,1
55 and above	Number	203	198	201	205	199	161	183
	Per cent in age group	55,3	54,0	54,8	55,9	54,2	43,9	49,9
Total	**Total**	**2 150**	**2 135**	**2 135**	**2 130**	**2 125**	**1 184**	**1 216**
	Per cent of all travellers	**74,3**	**73,8**	**73,8**	**73,6**	**73,4**	**40,9**	**42**

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

Table 2.3 provides information about days of the week when persons usually travel by age group and sex. Analysis by sex shows that generally, males were more likely to travel than females. The only day of the week when males and females were more likely to travel relatively the same was on Sundays when 42,5% of males travelled and 41,6% of females travelled.

Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (more than 95%) on weekdays, whilst the 15–19 year old age group were the second most likely group (more than 92%) to travel during these periods.

The 20–25 and 26–40 years' age groups were the most likely to find themselves on the road (about 42,0% to 49,0%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54 year age group. Travelling patterns for this age group were 43,9% for Saturdays and 49,9% for Sundays.

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

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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality					Free State
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Did not need to travel	Number	36	76	77	67	27	**282**
	Per cent	58,4	44,9	42,9	31,3	52,9	**41,9**
Financial reasons/Too expensive	Number	*	6	6	57	*	**72**
	Per cent	2,4	3,7	3,3	26,6	3,9	**10,7**
Not well enough to travel/sick	Number	4	12	16	8	*	**43**
	Per cent	6,8	7,3	8,8	4	3,9	**6,4**
Too old/young to travel	Number	10	40	44	47	10	**152**
	Per cent	17,0	23,4	24,6	22,3	20,2	**22,5**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	*	8	*	**11**
	Per cent	1,9	0,6	0,3	3,7	1,2	**1,7**
No particular reason	Number	*	17	15	6	6	**47**
	Per cent	3,6	10,2	8,3	3	12,4	**7**
Taking care of children/sick/elderly relative	Number	*	11	11	11	*	**36**
	Per cent	2,1	6,6	6,1	5,1	3,5	**5,3**
Other	Number	5	6	10	9	*	**30**
	Per cent	7,8	3,3	5,7	4,1	1,9	**4,5**
Total	**Number**	**61**	**170**	**179**	**213**	**50**	**673**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

About 42% of household members said they had ‘no need to travel’ (41,9%) when asked why they did not travel in the seven days preceding the survey. This reason was more likely to be cited in Fezile Dabi (58,4%) and Xhariep (52,9%).

The second most common reason was that they were 'too old/young to travel' at 22,5%, and this reason was most likely to be given in Mangaung (24,6%) and Lejweleputswa (23,4%). Financial reasons were the third most commonly mentioned reason, provided by 10,7% of persons at provincial level and as many as 26,6% of Thabo Mofutsanyane residents.

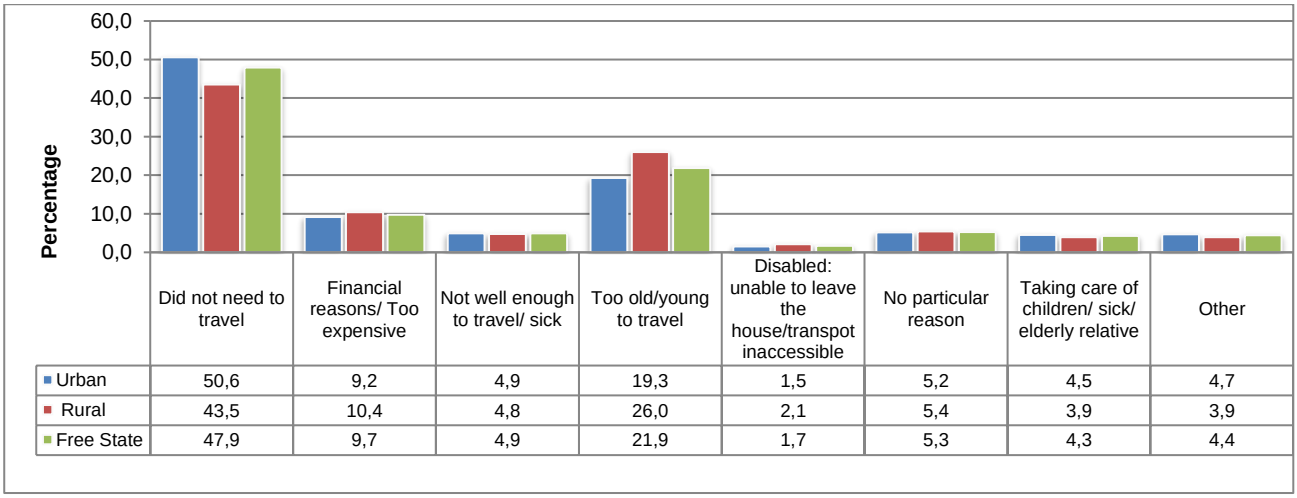
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Total
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	26	3	7	9	38	98	49	52	**282**
	Per cent	18,4	35,9	62,4	51,0	52,3	51,2	52,4	37,6	**41,9**
Financial reasons/Too expensive	Number	*	*	*	*	12	33	12	11	**72**
	Per cent	0,4	1,6	2,2	15,3	16,2	17,4	12,8	8,2	**10,7**
Not well enough to travel/sick	Number	*	*	*	*	*	8	11	19	**43**
	Per cent	0,8	*	1,1	7,2	4,5	4,0	11,4	13,5	**6,4**
Too old/young to travel	Number	110	5	*	*	*	*	*	35	**152**
	Per cent	79,3	59,8	9,9	2,3	*	*	*	25,0	**22,5**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	*	*	*	*	*	4	**11**
	Per cent	*	*	*	*	2,9	1,7	2,3	2,8	**1,7**
No particular reason	Number	*	*	*	*	5	20	8	10	**47**
	Per cent	*	2,7	12,4	9	7,5	10,5	8,8	7,1	**7,0**
Taking care of children/sick/elderly relative	Number	*	*	*	*	6	19	6	4	**36**
	Per cent	0,4	*	*	4,7	7,6	10,2	6	2,9	**5,3**
Other	Number	*	*	*	*	7	10	6	4	**30**
	Per cent	0,7	*	12,0	10,6	9,0	5,0	6,3	3,0	**4,5**
Total	**Number**	**139**	**9**	**11**	**18**	**73**	**191**	**94**	**139**	**673**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.5 summarises the main reasons for not travelling by age group, and it confirms the trends as reported per district municipality. The 0–6 year age group and 55 years and older group were most likely to indicate that they did not travel because they were too young/old to travel. Financial reasons were more commonly cited in the 15–19, 20-25 and 26-40 years' old age groups than in other groups. Furthermore, persons aged 55 years and older tended to indicate they did not travel because they were not well enough to travel.

Figure 2.3: Percentage distribution of main reasons for not travelling in the seven days prior to the interview by urban and rural status, 2020



	Did not need to travel	Financial reasons/ Too expensive	Not well enough to travel/ sick	Too old/young to travel	Disabled: unable to leave the house/transpot inaccessible	No particular reason	Taking care of children/ sick/ elderly relative	Other
Urban	50,6	9,2	4,9	19,3	1,5	5,2	4,5	4,7
Rural	43,5	10,4	4,8	26,0	2,1	5,4	3,9	3,9
Free State	47,9	9,7	4,9	21,9	1,7	5,3	4,3	4,4

Figure 2.3 shows main reasons for not travelling in the past seven days prior to the interview by geographic location. 50,6% of persons residing in the urban areas cited that they did not need to travel as being the main reason for not travelling in the seven days prior to the interview, which is higher than the provincial percentage at 47,9%. Too young/old to travel and financial reasons were more commonly cited as reasons in rural areas (26,0%) than in urban areas (19,3%).

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

Main purpose for travelling	Statistics (numbers in thousands)	District municipality					Total
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Usual work place	Number	88	112	176	108	27	511
	Per cent	20,5	26,7	27,6	23,0	29,5	25,0
Visiting friends/relatives	Number	22	15	36	20	8	101
	Per cent	5,1	3,6	5,7	4,4	8,2	4,9
Taking children to school	Number	14	10	15	11	*	52
	Per cent	3,3	2,3	2,3	2,4	2,3	2,5
Educational institution	Number	142	186	235	209	23	797
	Per cent	33,1	44,4	36,9	44,7	25,3	38,9
Shops	Number	119	47	126	88	10	391
	Per cent	27,8	11,1	19,9	18,8	10,9	19,1
Looking for work	Number	9	16	17	12	*	55
	Per cent	2,1	3,7	2,7	2,6	1,7	2,7
Medical services	Number	10	4	11	8	*	36
	Per cent	2,2	1,0	1,7	1,8	2,8	1,7
Welfare offices	Number	*	*	*	*	*	2
	Per cent	0,2	*	0,1	*	0,3	0,1
Religious institution (e.g. Church, Mosque, etc.)	Number	16	19	10	5	15	63
	Per cent	3,6	4,4	1,5	1	16	3,1
Holiday/Leisure	Number	*	*	*	*	*	*
	Per cent	*	*	*	0,6	0,4	0,2
Other (specify)	Number	9	11	10	4	*	36
	Per cent	2,1	2,7	1,5	0,8	2,5	1,8
Total	**Number**	**430**	**420**	**636**	**468**	**93**	**2 047**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals exclude unspecified cases.

Table 2.6 shows the main purpose of travelling by household members in the seven days preceding the survey period, by district. Provincially, travelling to an educational institution was the primary purpose of undertaking a trip by household members. Thabo Mofutsanyane (44,7%) and Lejweleputswa (44,4%) had the highest proportions of persons who cited travelling to an educational institution as their primary purpose for travel.

The results further show that trips to the usual workplace were the second most common purpose for household members to travel. These trips were most predominated in Xhariep (29,5%) and Mangaung (27,6%).

Figure 2.4: Main purpose for travelling in the seven days prior to the interview by household members, 2020

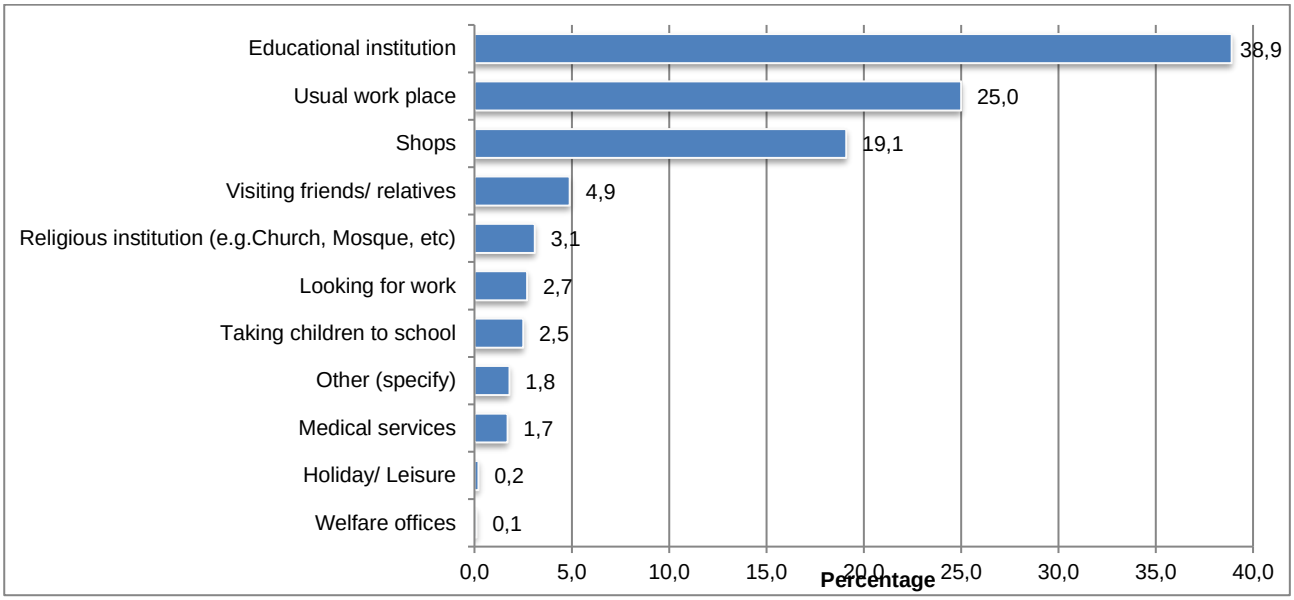


Figure 2.4 shows that, provincially, the main purposes of travelling were going to an educational institution, travelling to work, visiting the shops and visiting friends/relatives. Going on a trip for holiday/leisure purposes and travelling to a welfare office were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

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

Totals exclude unspecified cases.
Percentages calculated within geographical location.

The NHTS 2020 aimed not to collect information related to modelling of household or person travel demand. Notwithstanding, a question was asked to respondents on the number of trips undertaken by household members in the seven days prior to the interview. This question provides an estimate of the number of trips undertaken by household members during a typical week. The trip is defined as a one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.

Table 2.7 shows that the majority (57,9%) of Free State residents undertook one trip in the seven days prior to the interview, followed by those who undertook three trips and more (22,4%) and those who undertook two trips (19,7%). The highest proportion of individuals who undertook one trip were located in urban areas (60,3%). Persons in rural areas were most likely to undertake over three trips (28,2%) in a week. This percentage is much higher than the provincial proportion of 22,4%.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Train	Number	*	*	*	*	*	**1**
		Per cent	0,1	*	*	0,1	0,1	**0**
	Bus	Number	3	8	52	8	1	**72**
		Per cent	0,6	1,9	8,1	1,7	1,1	**3,5**
	Taxi	Number	68	78	149	83	4	**382**
		Per cent	15,9	18,6	23,4	17,7	4,2	**18,7**
Private transport	Car/truck driver	Number	90	50	83	41	18	**282**
		Per cent	21	12	13	8,7	19,2	**13,8**
	Car/truck passenger	Number	57	29	37	30	14	**168**
		Per cent	13,3	7	5,8	6,5	15,1	**8,2**
Walking all the way		Number	208	249	310	301	55	**1 123**
		Per cent	48,4	59,4	48,7	64,3	59,1	**54,9**
Other		Number	3	4	6	5	1	**19**
		Per cent	0,7	1	1	1	1,1	**0,9**
Total		**Number**	**430**	**420**	**636**	**468**	**93**	**2 047**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.8 indicates that in Free State, 'walking all the way' was the main mode of travel used by household members to reach their destination. A little more than 1,1 million Free State residents walked all the way to their destination, followed by more than three hundred and eighty thousand individuals who made use of a taxi and more two hundred and eighty thousand who used a car/truck as the driver of such vehicle.

2.2 Summary

The number of Free State residents who travelled during the seven days prior to the survey increased from 2,5 million in 2013 to 2,2 million in 2020. Of those who took trips across all district municipalities, Mangaung had the largest proportion of persons who undertook trips, with 30,9% followed by Thabo Mofutsanyane (23,0%) and Fezile Dabi (21,3%). Xhariep had the lowest contribution on total number of persons who undertook trip, with only 4,3%.

A total of 76,7% of Free State residents undertook trips seven days prior to the interview. When the proportion of travellers within district municipalities is considered, persons of Fezile Dabi (88,5%) were most likely to travel in the week before their interviews followed by those who reside in Mangaung (79,3%) and Lejweleputswa (72,8%).

The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54 year age group. Travelling patterns for this age group were 43,9% for Saturdays and 49,9% for Sundays.

Main purpose of travel by household members

Provincially, the main purposes of travelling were going to an educational institution, travelling to work, visiting the shops and visiting friends/relatives. Going on a trip for holiday/leisure purposes and travelling to a welfare office were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

The results indicate that in Free State, 'walking all the way' was the main mode of travel used by household members to reach their destination. A little more than 1,1 million Free State residents walked all the way to

their destination, followed by more than three hundred and eighty thousand individuals who made use of a taxi and more two hundred and eighty thousand who used a car/truck as the driver of such vehicle.

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in thousands)	District municipality					Free State
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Type of institution							
Pre-school	Number	32	29	33	31	4	**128**
	Per cent	17	13,6	11,8	12,8	11,3	**13,4**
School	Number	138	168	203	192	30	**730**
	Per cent	74,3	79,5	72,8	79,5	85,6	**76,8**
ABET and literacy classes incl. Kha RiGude	Number	*	*	*	*		**7**
	Per cent	0,2	0,8	1,1	0,5	0,1	**0,7**
Higher educational institution	Number	8	4	27	5	*	**45**
	Per cent	4,5	2,0	9,7	2,2	0,5	**4,7**
FET & other colleges	Number	7	9	13	12		**40**
	Per cent	3,5	4,1	4,6	5	1,1	**4,3**
Other than any of the above	Number	*	*	*	*	*	*****
	Per cent	0,4	*	*	0,1	1,4	**0,1**
Total	**Number**	**185**	**212**	**278**	**241**	**35**	**951**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Urban	Number	183	200	252	140	34	**809**
	Per cent	98,9	94,3	90,6	58,2	96,6	**85,1**
Rural	Number	*	12	26	101	*	**142**
	Per cent	1,1	5,7	9,4	41,8	3,4	**14,9**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	50	57	69	46	9	**230**
	Per cent	27	26,9	24,6	19,1	24,3	**24,2**
Quintile 2	Number	20	48	48	54	7	**178**
	Per cent	10,7	22,9	17,3	22,3	21,2	**18,7**
Quintile 3	Number	26	42	38	39	6	**152**
	Per cent	14,2	20	13,5	16,4	18,1	**16**
Quintile 4	Number	33	24	41	58	8	**164**
	Per cent	18,0	11,3	14,8	24,2	22	**17,3**
Quintile 5 (Highest income quintile)	Number	56	40	83	44	5	**227**
	Per cent	30,1	18,9	29,7	18,1	14,4	**23,9**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.
Percentages calculated within district municipalities, geographical location and quantile.

Table 3.1 indicates the number and percentages of persons attending an educational institution, type of educational institutions attended geographic location, and household income quintiles by district municipality. The results show that most learners in the province attended school (76,8%), followed by those who attended pre-school (13,4%). Higher educational institutions were attended by 4,7% of all learners.

It is also evident that the residents of urban areas (85,1%) were more likely to attend an educational institution than those in rural areas (14,9%). The table further shows that persons in the lowest income quintile and the highest income quintile were more likely to attend an educational institution.

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Free State
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status								
Scholars	Number	18	78	4	53	457	5	**614**
	Per cent	2,9	12,7	0,6	8,7	74,4	0,8	**100,0**
Disabled scholars	Number	4	13	*	6	67	*	**91**
	Per cent	4,1	14,4	0,2	6,5	73,7	1,1	**100,0**
Total	**Number**	**21**	**91**	**4**	**59**	**524**	**6**	**705**
	Per cent	**3,0**	**12,9**	**0,6**	**8,4**	**74,3**	**0,8**	**100,0**
Geographic location								
Urban	Number	19	77	3	52	442	5	**598**
	Per cent	3,2	12,9	0,5	8,7	73,9	0,8	**100,0**
Rural	Number	*	14	*	7	82	*	**107**
	Per cent	2,2	13,0	*	6,4	76,5	*	**100,0**
Total	**Number**	**21**	**91**	**4**	**59**	**524**	**6**	**705**
	Per cent	**3,0**	**12,9**	**0,6**	**8,4**	**74,3**	**0,8**	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	5	20	*	24	107	*	**159**
	Per cent	3,4	12,3	1,4	15	67,3	0,5	**100,0**
Quintile 2	Number	*	12	*	4	122	*	**141**
	Per cent	1,8	8,3	0,5	2,7	86,7	*	**100,0**
Quintile 3	Number	4	14	*	*	93	*	**115**
	Per cent	3,5	11,9	0,3	1,8	80,8	1,7	**100,0**
Quintile 4	Number	*	15	*	*	103	*	**125**
	Per cent	2,2	11,8	0,2	1,7	82,3	1,8	**100,0**
Quintile 5 (Highest income quintile)	Number	7	31	*	27	99	*	**165**
	Per cent	4,1	18,9	0,2	16,4	60	0,3	**100,0**

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

Table 3.2 displays information on the disability status, geographic location and household income quintiles for those attending school by main mode of travel. The results show that 'walking all the way' was the primary method used by scholars to reach their school (74,4%). This pattern is also true for scholars living with disabilities (73,7%).

Travelling by taxi (12,7%) was the second most used mode of travel by scholars, followed by travelling by car/truck as a passenger (8,7%). Similarly, scholars living with disabilities indicated taxis (14,4%) as their second most used travel mode, followed by travelling by car/truck as a passenger (12,9%).

Scholars in all geographic locations were more likely to walk all the way to their educational institution than using any of the other modes of travel. In rural areas, travelling by taxi (13,0%) was the second most commonly used mode of travel for scholars, followed by car/truck as a passenger (6,4%). In urban areas, the second most used mode of travel, after 'walking all the way' was taxis (12,9%), followed by travelling by bus (3,2%).

The majority of scholars from households within all five income quintiles walked all the way to their educational institution, and households within the highest income quintile mentioned travelling by taxi as the second most used mode of travel (18,9%).

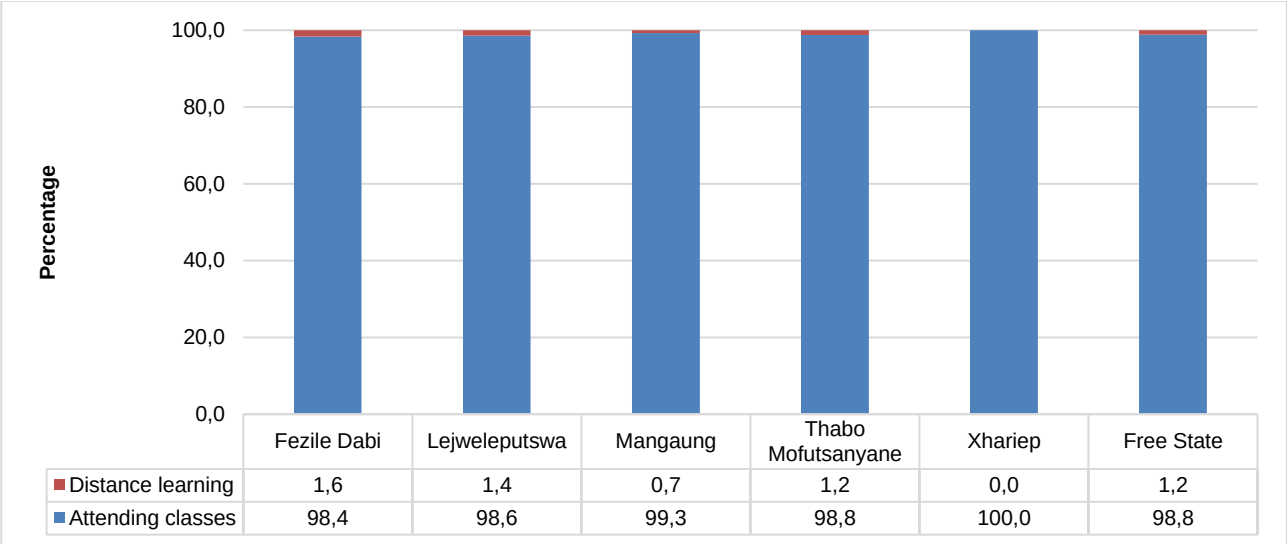
Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2020

District municipality	Statistics (numbers in thousands)	Learners who completed question	2020	
			Attending classes	Distance learning
Fezile Dabi	Number	185	182	*
	Per cent	19,5	19,4	25,5
Lejweleputswa	Number	212	209	*
	Per cent	22,2	22,2	23,8
Mangaung	Number	278	276	*
	Per cent	29,3	29,4	20,1
Thabo Mofutsanyane	Number	241	238	*
	Per cent	25,3	25,3	28,3
Xhariep	Number	35	35	*
	Per cent	3,7	3,7	2,3
Free State	**Number**	**951**	**940**	**11**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.3 above shows the attendance of an educational institution through attending classes or distance learning by district municipality. In 2020, of the 951 thousand learners who completed the question, only 11 thousand learned through distance learning. The highest proportion of learners attending classes (29,4%) and distance learning (28,3%) tend to live in Mangaung and Thabo Mofutsanyane, respectively. The district municipality with the lowest proportion of distance learners was Xhariep with 2,3%.

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



Percentages calculated within district municipalities

Figure 3.1 indicates that provincially, the vast majority of learners studied on-site (98,8%) rather than through distance learning (1,2%). This is also the case across the district municipalities, as most learners prefer attending classes instead of distance learning. Fezile Dabi (1,6%) had the highest percentage of learners engaged in distance learning compared to other district municipalities.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Pre-school	1–4	Number	*	*	*	*	*	*****
		Per cent	2,3	*	*	1,5	4,8	**1,5**
	5	Number	30	28	33	30	4	**126**
		Per cent	96,4	98,0	100,0	98,5	95,2	**98,1**
	6–7	Number		*	*	*	*	*****
		Per cent	1,3	*	*	*	*	**0,3**
School	1–4	Number	*	*	*	*	*	**8**
		Per cent	1,8	*	1,6	*	1,4	**1,1**
	5	Number	128	165	195	183	29	**700**
		Per cent	94,8	98,1	96,9	96,0	96,4	**96,5**
	6–7	Number	5	*	*	6	*	**17**
		Per cent	3,4	1,9	1,5	*	2,2	**2,4**
Higher education institutions	1–4	Number	*	*	5	*	*	**9**
		Per cent	36,6	5,0	19,8	17,4	*	**20,8**
	5	Number	4	4	20	*	*	**31**
		Per cent	63,4	95,0	76,1	68,8	*	**75,1**
	6–7	Number	*	*	*	*	*	*****
		Per cent	*	*	4,1	13,8	*	**4,1**
Other institutions	1–4	Number	*	*	7	*		**13**
		Per cent	23,0	16,0	45,8	19,9	20,8	**28,5**
	5	Number	5	8	8	10	1	**32**
		Per cent	75,1	80,8	50,1	80,1	69,8	**68,9**
	6–7	Number	*	*	*	*	*	*****
		Per cent	1,9	3,2	4,0	*	9,4	**2,5**
All institutions	1–4	Number	7	*	16	6	*	**32**
		Per cent	4,0	1,1	5,7	2,4	2,3	**3,4**
	5	Number	169	205	256	226	33	**889**
		Per cent	93,1	97,2	92,6	95,0	95,6	**94,4**
	6–7	Number	5	*	5	6	*	**20**
		Per cent	2,9	1,7	1,7	2,6	2,1	**2,2**
Unspecified		Number	4	*	*	*	*	**10**
Total		**Number**	**364**	**422**	**555**	**479**	**70**	**1 892**

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

Table 3.4 illustrates the number of days that learners travelled to an educational institution. Across all educational institutions, most learners travelled for five days in a week. Only a small proportion of students travelled for 6–7 days a week. Out all the students, pre-school scholars were the least likely to travel to their respective educational institutions for 6–7 days per week.

Provincially, 20,8% of learners who attended a higher educational institution travelled to their educational institution for 1–4 days in a week and 75,1% travelled for five days in a week. Fezile Dabi (36,6%) had the highest proportion of education institution learners who attended for 1-4 days. However, Xhariep had the highest proportion of higher education learners who attended for five days.

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

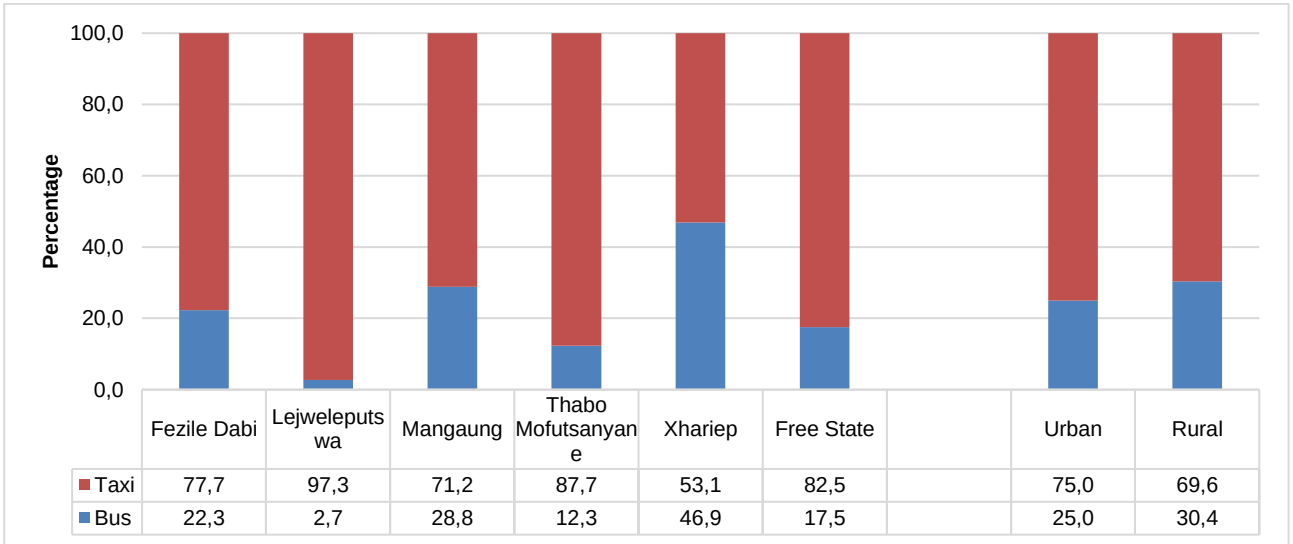
Main mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Bus	Number	7	*	16	5	*	**29**
		Per cent	3,8	0,5	6,0	2,1	1,4	**3,2**
	Taxi	Number	23	39	39	34	*	**136**
		Per cent	13,3	19,8	15,0	15,1	1,6	**15,2**
Private transport	Car/truck driver	Number	*	*	9	*	*	**15**
		Per cent	1,5	0,1	3,5	0,8	4,4	**1,7**
	Car/truck passenger	Number	33	17	20	9	*	**82**
		Per cent	19,1	8,5	7,5	3,8	9,0	**9,1**
Walking all the way		Number	107	140	177	174	28	**626**
		Per cent	61,3	71,0	67,4	76,5	83,3	**69,9**
Other		Number	*	*	*	4	*	7
		Per cent	1,1	*	0,6	1,6	0,4	0,8
Total		**Number**	**175**	**197**	**263**	**227**	**34**	**896**

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

It is evident from Table 3.5 that 'walking all the way' was the primary method used by learners to reach their educational institutions in all three district municipalities. Of the 0,9 million learners who attended an educational institution, 69,9% of the learners walked all the way while 15,2% of the learners made use of a taxi to travel to their educational institution.

Travelling by car/truck as a passenger was mainly used by learners in Fezile Dabi (19,1%) and Xhariep (9,0%). Of those who used private transport, most learners were passengers (9,1%) in a car/truck rather than drivers (1,7%). Taxis (15,2%) were the second most used mode of travel after walking all the way, and this was particularly the case in Lejweleputswa (19,8%), Thabo Mofutsanyane (15,1%) and Mangaung (15,0%). Provincially, buses were only the fourth most used mode of transport.

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



Percentages calculated within district municipalities and geographical location

Individuals who attended an educational institution and who used public transport were most likely to use a taxi (82,5%) as their mode of transport. Approximately 18,0% (17,5%) of the respondents travelled by bus. Within district municipalities, the public transport modes that dominated remained taxis across all district municipalities.

Figure 3.2 further shows that learners who attended an educational institution and travelled by taxi were most likely to live in urban areas (75,0%). Traveling by bus (30,4%) to an educational institution was most common in rural areas than in urban areas (25,0%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Bus	Number	5	*	10	4	*	**21**
		Per cent	24,8	3,9	48,5	20,5	2,2	**100,0**
	Taxi	Number	18	25	24	24	*	**91**
		Per cent	19,4	27,1	26,9	26,0	0,5	**100,0**
Private transport	Car/truck driver	Number	*	*	*	*	*	**4**
		Per cent	*	7,1	45,0	19,7	28,1	**100,0**
	Car/truck passenger	Number	20	13	17	7	*	**59**
		Per cent	33,1	22,1	29,0	11,6	4,2	**100,0**
Walking all the way		Number	90	122	143	145	25	**524**
		Per cent	17,1	23,3	27,2	27,7	4,7	**100,0**
Other		Number	*	*	*	*	*	*****
		Per cent	22,9	*	26,6	48,3	2,2	**100,0**
Total		**Number**	**134**	**161**	**198**	**183**	**29**	**705**
		Per cent	**19,0**	**22,8**	**28,1**	**26,0**	**4,1**	**100,0**

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

Table 3.6 shows the different modes of transport used by school-going learners to travel to their educational institutions by district municipality. Taxis were used more by Lejweleputswa scholars (27,1%), Mangaung (26,9%) and Thabo Mofutsanyane (26,0%). Scholars in Mangaung (48.5%) are more likely to use a bus as a mode of travel to their educational institution.

Of all the scholars walking all the way to school in the province, Thabo Mofutsanyane (27,7%) recorded the largest contribution followed by Mangaung (27,2%).

Most scholars travelling by car/bakkie as a passenger resided in Fezile Dabi (33,1%) followed by Mangaung (29.0%). Scholars who are least likely to drive themselves to school primarily lived in Lejweleputswa (7,1%).

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

Mode of travel		Statistics (numbers in thousands	Educational institutions					Free State
			Pre-school	School	Higher education institutions	TVET college	Other institutions	
Public transport	Bus	Number	*	21	4	*	*	29
		Percent	1,1	3,0	12,9	2,5	6,5	3,2
	Taxi	Number	19	91	13	*	12	136
		Percent	15,1	12,9	40,8	21,0	44,9	15,2
Private transport	Car/truck driver	Number	*	4	9	*	*	15
		Percent	1,6	0,6	28,2	0,4	2,1	1,7
	Car/truck passenger	Number	20	59	*	*		82
		Percent	16,5	8,4	6,5	*	1,0	9,1
Walking all the way		Number	80	524	*	8	12	626
		Percent	64,8	74,3	10,5	76,1	45,5	69,9
Other		Number	*	6	*	*	*	7
		Percent	1,0	0,8	1,1	*	*	0,8
Total		**Number**	123	705	32	10	26	896

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

Of more than half a million learners who walked all the way to their educational institutions, most attended TVET college (76,1%) followed by those attending school (74,3%) and pre-school (64,8%). Table 3.7 further shows that 15,2% of scholars travelled by taxi, while 9,1% travelled by car/truck as a passenger. Higher education institutions learners were most likely to use buses when travelling to their respective educational institutions at 12,9%.

More than six out of ten (64,8%) of pre-school learners walked all the way to their educational institutions, and 16,5% were travelling as a passenger in a car/truck. Learners who attended higher education institutions were most likely to travel by taxi (40,8%), or driving themselves by car/truck (28,2%).

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within Free State	% within district	Number (`000)	% within Free State	% within district	Number (`000)	% within Free State	% within district	Number (`000)	% within Free State	% within district
Fezile Dabi	107	**17,1**	97,6	*	*	*	*	**19,1**	2,4	*	*	*
Lejweleputswa	140	**22,3**	99,7	*	*	*	*	*	*	*	**12,7**	0,3
Mangaung	177	**28,3**	94,0	*	*	*	9	**67,3**	4,9	*	**54,7**	*
Thabo Mofutsanyane	174	**27,7**	97,9	*	**97,6**	1,2	*	**4,6**	0,4	*	**24,6**	0,5
Xhariep	28	**4,5**	94,8	*	**2,4**	0,2	*	**8,9**	4,1	*	**8,0**	*
Free State	**626**	**100,0**	**97,0**	*****	**100,0**	**0,3**	**14**	**100,0**	**2,1**	*****	**100,0**	**0,6**
Geographic location												
Urban	528	**84,3**	96,7	*	**90,0**	0,4	13,0	**95,2**	2,4	*	**75,4**	0,5
Rural	99	**15,7**	98,2	*	**10,0**	0,2	*	**4,8**	0,7	*	**24,6**	0,9

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institutions by province. In absolute numbers, 0,6 million learners walked all the way to their educational institutions. Across districts, the highest percentage of learners who walked to their educational institution was recorded in Mangaung (28,3%), Thabo Mofutsanyane (27,7%) and Lejweleputswa (22,3%).

As many as 2,1% of all Free State learners drove to their educational institutions. Of these drivers, 67,3% were based in Mangaung whilst 19,1% were located in Fezile Dabi. Mangaung (54,7%) and Thabo Mofutsanyane (24,6%) recorded the highest proportion of leaners who hitchhiked all the way to their educational destination.

The same picture emerges for the geographic location of learners who walked all the way to their educational institutions. About (15,7%) were located in rural areas. Approximately 90 per cent (95,2%) of learners in urban areas drove to their educational institutions, which represents 2,4% of all learners in the country who drove all the way.

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Free State
		Urban	Rural	
It was by choice	Number	31	7	**38**
	Per cent	5,9	6,9	**6,0**
Public transport too expensive	Number	57	24	**81**
	Per cent	10,8	24,1	**12,9**
Public transport not available	Number	*	*	**2**
	Per cent	0,4	*	**0,3**
No public transport available at specific times	Number	*	*	*****
	Per cent	0,0	1,3	**0,2**
Public transport is not enough	Number	5	2	**7**
	Per cent	0,9	2,1	**1,1**
No transport	Number	430	62	**492**
	Per cent	81,5	63,4	**78,6**
Nearby/close enough to walk	Number	*	*	*****
	Per cent	0,1	0,9	**0,3**
Health reasons/exercising	Number	*	*	*****
	Per cent	0,1	*	**0,1**
To avoid traffic congestion	Number	*	*	*
	Per cent	*	0,3	**0,1**
Fuel costs	Number	*	*	*****
	Per cent	0,4	0,3	**0,3**
Other	Number	*	*	*****
	Per cent	0,0	0,7	**0,1**
Total	**Number**	**528**	**99**	**626**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.9 displays the main reasons for walking all the way to an educational institution by geographic location. The results show that most learners in the country walked all the way to their educational institutions because there was no transport (78,6%). The second most common reason provided was that public transport was too expensive (12,9%). This reason was most likely to be given in rural areas (24,1%). Six per cent (6,0%) of learners indicated that it was their choice to walk all the way to their educational destination.

It is noticeable that rural learners were much more likely to indicate this as a reason than urban learners (2,1% compared to 0,9%).

Table 3.10: Main reason for hitchhiking all the way to the educational institution by geographic location, 2020

Main reasons for hitchhiking all the way	Statistics (numbers in thousands)	Urban	Rural	Total
It is cheaper/reasonable/free of charge	Number	*	*	*****
	Per cent	23,5	*	**17,7**
Public transport too expensive/not available/not enough	Number	*	*	*****
	Per cent	27,8	*	**20,9**
It was by choice	Number	*	*	*****
	Per cent	43,9	*	**33,1**
No transport	Number	*	*	*****
	Per cent	4,9	100,0	**28,3**
Total	**Number**	*****	*****	**4**
	Per cent	**100,0**	**100,0**	**100,0**

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

In the 2020 NHTS questionnaire, a question was included to understand the main reasons for learners choosing to hitchhike all the way to their educational destination. Table 3.10 summarises these responses.

Provincially, 33,1% of the learners hitchhiked to their respective educational institutions mainly because it was by choice followed by 28,3% who said there was no transport and 20,9% cited public transport being too expensive/not available/not enough.

Urban learners were more likely to cite public transport as being too expensive or not enough compared to urban learners. Again, rural areas (100,0%) had the highest proportion of learners who hitchhiked to their educational institution primarily because there was no transport.

Table 3.11: Scholars who used public and private scholar transport to their educational institution by district municipality, 2020

District municipality	Statistics (numbers in thousands)	Type of scholar transport		Free State
		Government learner transport	Private learner transport	
Fezile Dabi	Number	4	19	**23**
	Per cent	15,9	84,1	**100,0**
Lejweleputswa	Number	*	24	**25,0**
	Per cent	5,7	94,3	**100,0**
Mangaung	Number	4	18	**22,0**
	Per cent	17,4	82,6	**100,0**
Thabo Mofutsanyane	Number	4	24	**28,0**
	Per cent	15,0	85,0	**100,0**
Xhariep	Number	*	2,0	**2,0**
	Per cent	13,4	86,6	**100,0**
Free State	**Number**	**14**	**88**	**101**
	Per cent	**13,4**	**86,6**	**100,0**

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

Slightly more than 86 percent (86,6%) scholars used private scholar transport to reach their educational destination, while the remaining forty thousand (13,4%) learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in Mangaung (17,4%), followed by Fezile Dabi (15,9%). Lejweleputswa (94,3%) had the highest proportion of scholars who use private scholar transport to travel to their educational institutions and this was higher than the provincial proportion of 86,6%.

Table 3.12: Main mode of travel to educational institution, 2013 and 2020

2013	Number of persons attending educational institution (`000)	Main mode of travel(per cent across districts)					
		Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way	Other
Pre-school	126	5,1	15,6	2,7	26,5	13,9	26,4
School	648	70,0	58,5	8,7	67,9	82,4	61,2
Post-Matric	60	19,9	21,1	77,3	5,3	2,2	12,4
Other	18	5,0	4,7	11,3	0,3	1,5	*
Total	**853**	**4,1**	**14,8**	**1,3**	**8,2**	**70,7**	**0,9**
2020							
Pre-school	123	1,1	15,1	1,6	16,5	64,8	1,0
School	705	3,0	12,9	0,6	8,4	74,3	0,8
Post-Matric	58	10,0	42,6	16,5	4	26,2	0,6
Other	10	2,6	21,8	0,5	*	75,1	*
Total	**896**	**3,2**	**15,2**	**1,7**	**9,1**	**69,9**	**0,8**

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

Table 3.12 shows that, in 2020 the highest proportion of scholars walked all the way to school, followed by those who travelled by car and by taxi (69,9% and 15,2%, respectively).

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

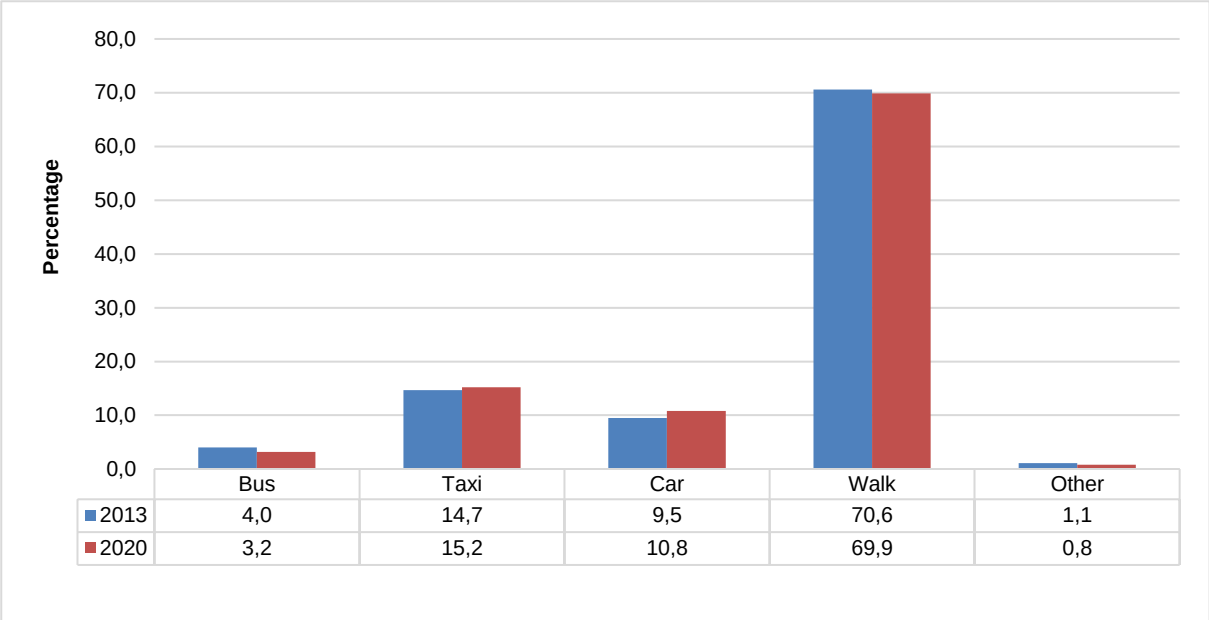


Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution decreased from 70,6% in 2013 to 69,9% in 2020. Those who travelled by bus, by taxi and by car showed an increase between 2013 and 2020. In both years, however, most learners still walked all the way to their educational institution. In 2020, the other preferred modes of transport were taxis (15,2%), cars (10,8%) and buses (3,2%).

3.3 Departure, waiting, arrival and total travel times

Table 3.13: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020

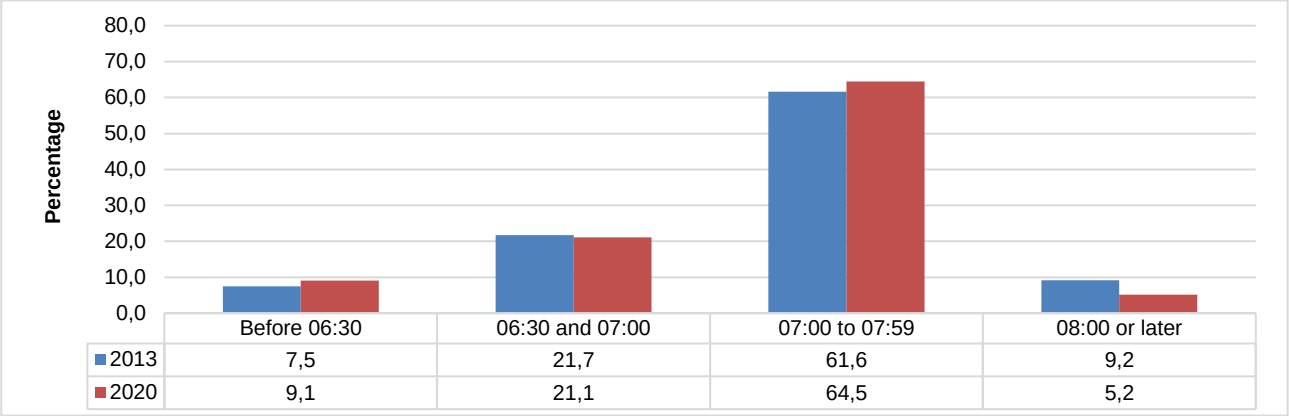
District municipality	Number of persons who completed the question (`000)	Attendees time of leaving to educational Institution (per cent within district)				Total
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Fezile Dabi	175	7,2	26,5	62,1	4,2	**100,0**
Lejweleputswa	197	4,7	14,7	77,7	3,0	**100,0**
Mangaung	263	10,3	19,0	62,0	8,6	**100,0**
Thabo Mofutsanyane	227	13,7	26,3	55,2	4,7	**100,0**
Xhariep	34	4,6	12,2	82,2	1,0	**100,0**
Free State	**896**	**9,1**	**21,1**	**64,5**	**5,2**	**100,0**

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

Table 3.13 shows attendees' time of leaving their place of residence to attend lessons/lectures at their educational institution by district municipality. More than two out of three learners (64,5%) who attended an educational institution in all the district municipalities left home between 07:00 and 07:59. A significant percentage of learners (21,1%) left between 06:30 and 06:59. Some learners (9,1%) travelled before 06:30, and 5,2% left at 08:00 or later.

Xhariep (82,2%) had the highest percentage of learners who left their place of residence from 07:00 to 07:59 when compared to other district municipalities, followed by Lejweleputswa (77,7%). Almost 27 per cent of the learners in Fezile Dabi (26,5%) left their place of residence between 06:30 and 06:59. Learners who left their place of residence before 06:30 were more likely to be from Thabo Mofutsanyane (13,7%).

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



	Before 06:30	06:30 and 07:00	07:00 to 07:59	08:00 or later
2013	7,5	21,7	61,6	9,2
2020	9,1	21,1	64,5	5,2

A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home between 07:00 and 07:59 in the morning. They were significantly more likely to depart before 06:30 in 2020 than in 2013. According to Figure 3.4, in 2020, only 5,2% of learners left their home after 08:00, while 9,2% had left their home after 08:00 in 2013.

Table 3.14: Time spent walking to reach first transport by district municipality, 2020

District municipality	Number of learners who walk to their first transport (`000)	Travel time (per cent within district)			Total
		Up to 15 minutes	16–30 minutes	>60 minutes	
Fezile Dabi	9	90,6	9,4	*	**100,0**
Lejweleputswa	4	100,0	*	*	**100,0**
Mangaung	41	96,9	3,1	*	**100,0**
Thabo Mofutsanyane	27	95,1	4,7	0,3	**100,0**
Xhariep	*	100,0	*	*	**100,0**
Free State	**81**	**95,8**	**4,1**	**0,1**	**100,0**

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

A total of 81 000 learners across the province indicated that they walked to their first transport. The majority (95,8%) walked for up to 15 minutes, followed by 4,1% of persons who walked for 16 to 30 minutes. Only 0,1% of learners walked for longer than 60 minutes.

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

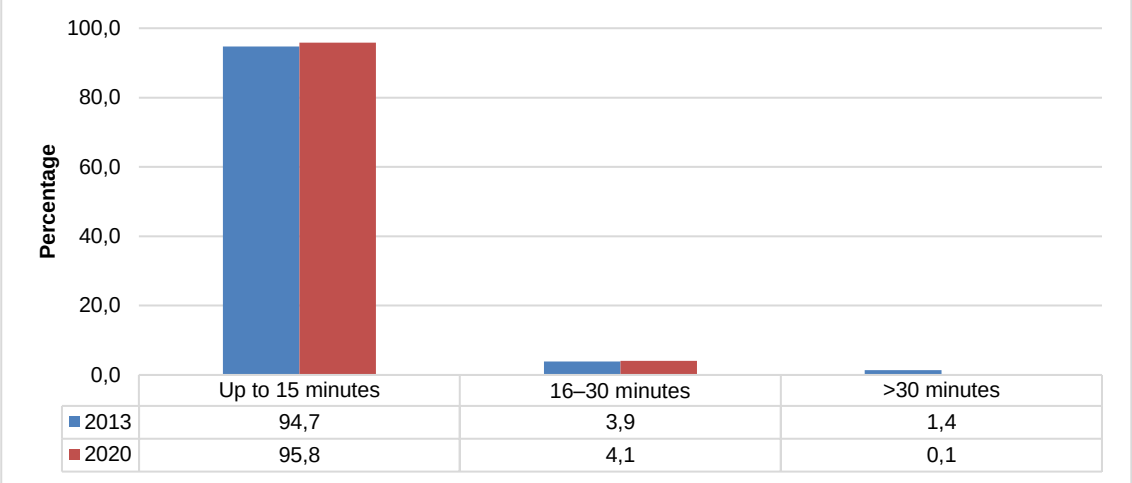


Figure 3.5 shows that the percentage of learners who walked up to 15 minutes to reach their first transport increased by 1,1% between 2013 and 2020. The slight increase is observed among those who walked between 16 and 30 minutes (+0,2 percentage points), while those who walked for longer than 30 minutes showed a decrease of 1,3 percentage points over the survey period.

Table 3.15: Time spent waiting for the first transport to arrive by district municipality, 2020

District municipality	Number of learners who wait for the first transport (`000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number (`000)	Per cent	Number (`000)	Per cent	Number (`000)	Per cent
Fezile Dabi	9	8	92,5	*	2,4	*	5,2
Lejweleputswa	4	4	100,0	*	*	*	*
Mangaung	41	41	100,0	*	*	*	*
Thabo Mofutsanyane	27	25	90,6	*	4,5	*	4,9
Xhariep	*	*	76,4	*	*	*	23,6
Free State	**81**	**78**	**95,8**	*****	**1,8**	*****	**2,4**

Percentages calculated within district muni,cipality.
Totals do not include 'unspecified'.

About eighty thousand learners waited for their first transport to arrive, as shown in Table 3.15. Even though waiting times varied between district municipalities, provincially, most learners waited for up to 15 minutes (95,8%), and 2,4% more than 30 minutes while nearly two per cent (1,8%) of learners waited for their first transport between 16 to 30 minutes.

Fezile Dabi (92,5%) had the highest percentage of learners who waited for up to 15 minutes followed by Thabo Mofutsanyane (90,6%). In Xhariep 23,6% waited for more than 30 minutes.

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

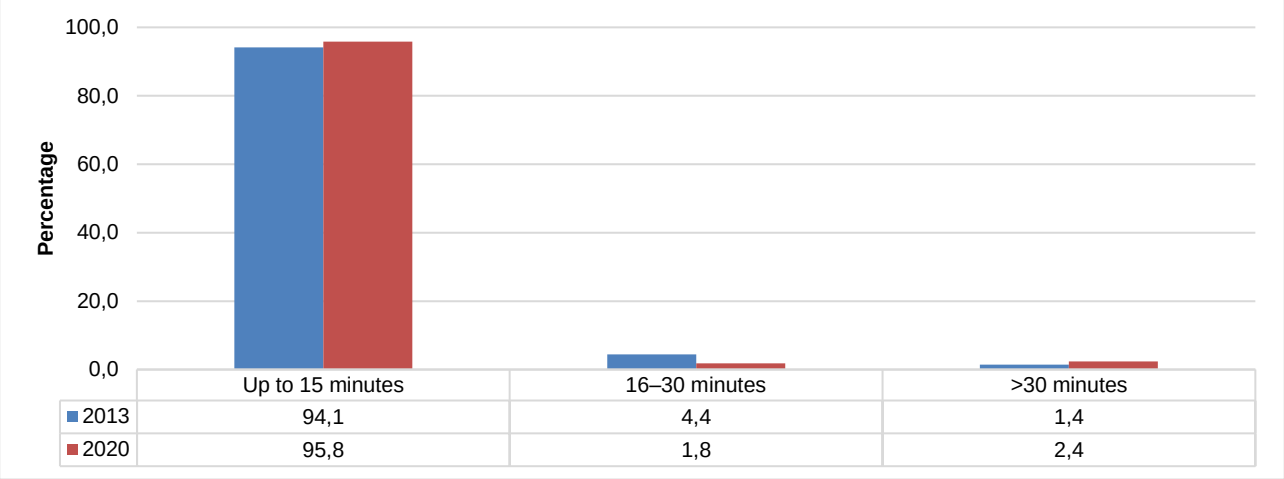


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved when compared to 2013. The percentage of learners who waited for more than 15 minutes provincially decreased from 5,8% in 2013 to 4,2% in 2020.

Table 3.16: Time spent walking to educational institution after disembarking from transport used on weekdays, by district municipality, 2020

District municipality	Number of persons that walk at the end of the trip (`000)	Waiting time(per cent within district)		Total
		Up to 15 minutes	16–30 minutes	
Fezile Dabi	9	97,5	2,5	**100,0**
Lejweleputswa	3	100,0	*	**100,0**
Mangaung	39	91,1	8,9	**100,0**
Thabo Mofutsanyane	27	96,7	3,3	**100,0**
Xhariep	*	100,0	*	**100,0**
Free State	**79**	**94,2**	**5,8**	**100,0**

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

Table 3.16 displays the number of learners who walked to their educational institutions after having disembarked from the transport they used, and the time spent walking to this educational institution by province. Of the nearly eighty thousand learners who mentioned that they still had to walk a distance after disembarking from their transport to reach their educational institution, 94,2% walked for up to 15 minutes, while 5,8% walked between 16 and 30 minutes.

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

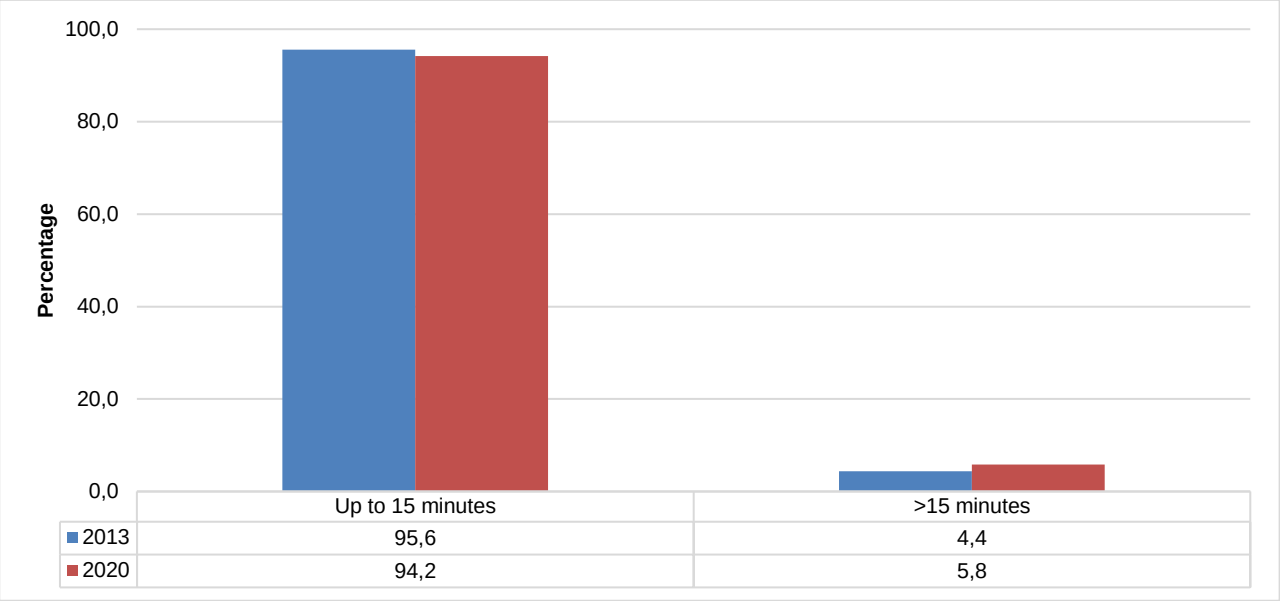


Figure 3.7 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institution after disembarking from their transport to reach their educational institution. Provincially, there has been an decrease from 95,6% to 94,2% in the percentage of individuals who spent up to 15 minutes or more walking to their educational institution after having disembarked from their transport.

Table 3.17: Total time travelled to the educational institution by main mode of transport and district municipality, 2020

Mode and time travelled in minutes	District municipality(per cent within district municipality)					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Bus						
Mean (minutes)	36	41	77	50	81	**62**
1 – 30	50,7	42,0	3,9	39,2	23,7	**22,5**
31 – 60	43,8	58,0	44,6	33,4	*	**42,3**
61+	5,6	*	51,5	27,4	76,3	**35,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	44	30	51	43	39	**42**
1 – 30	42,7	67,4	23,6	41,5	40,3	**43,9**
31 – 60	46,4	28,3	57,2	44,1	49,3	**43,8**
61+	10,9	4,3	19,3	14,4	10,4	**12,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	63	20	15	39	34	**28**
1 – 30	14,6	100,0	100,0	60,3	50,0	**75,6**
31 – 60	48,4	*	*	23,5	47,0	**15,8**
61+	37,0	*	*	16,3	3,0	**8,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	18	15	35	33	41	**24**
1 – 30	96,5	96,2	58,1	78,1	80,8	**84,6**
31 – 60	3,5	2,2	36,2	11,8	5,4	**12,1**
61+	*	1,6	5,7	10,1	13,8	**3,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	24	21	27	26	22	**25**
1 – 30	83,4	87,5	74,4	74,8	90,9	**79,7**
31 – 60	13,5	10,6	21,3	21,4	8,0	**17,0**
61+	3,1	1,9	4,3	3,8	1,1	**3,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

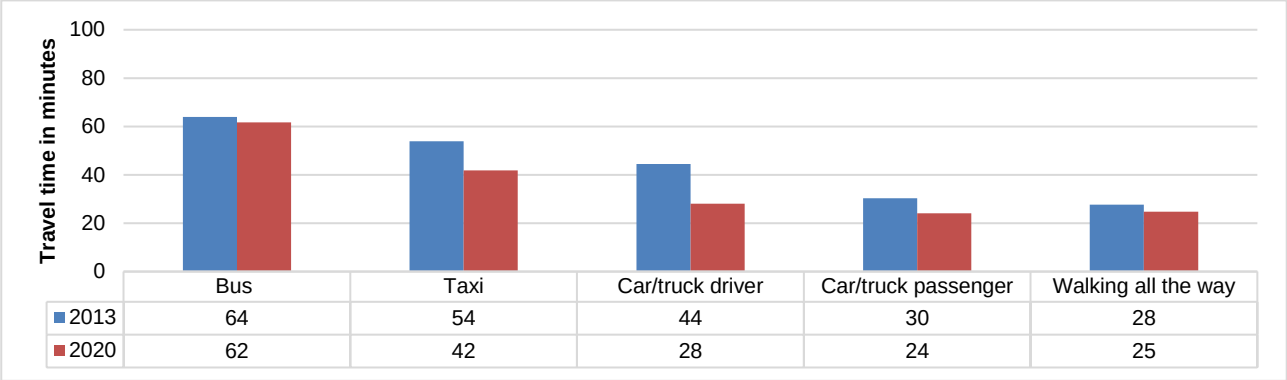
Table 3.17 shows that learners who do not use public transport were more likely to experience shorter travel times to their educational destinations compared to those who travelled using public transport. Provincially, most learners travelling by bus tended to travel between 31 to 60 minutes to their educational institutions (42,3%). In Xhariep and Mangaung, the time spent travelling by bus was mostly more than an hour.

Nearly 44,0% (43,9%) of the total leaners travelling by taxi needed less than 30 minutes and 43,9% needed between 31 to 60 minutes to reach their educational institution, while 12,3% required more than 60 minutes' travelling time.

Xhariep (76,3%) and Mangaung (51,5%) had the highest proportion of learners who travelled more than one hour when travelling by bus.

The highest proportion of learners who travelled by car/bakkie/truck as a passenger or as a driver travelled for 30 minutes or less. Learners who walked to their educational institutions for longer than an hour were mostly found in Mangaung (4,3%). Xhariep (90,9%) had the highest proportion of learners who walked for less than 30 minutes.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	64	54	44	30	28
2020	62	42	28	24	25

Figure 3.8 depicts that between 2013 and 2020, the average travel time to educational institution has decreased across all modes of transport. The highest decrease is observed among those who travelled by car/truck as a driver to reach their destination.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution —bus users travelled for 62 minutes and taxi users travelled 42 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 24 minutes, while and those who drove themselves took 28 minutes.

Learners who walked all the way to their educational institution required 25 minutes to arrive at their destination.

Table 3.18: Monthly cost of transport by main mode of transport and district municipality, 2020

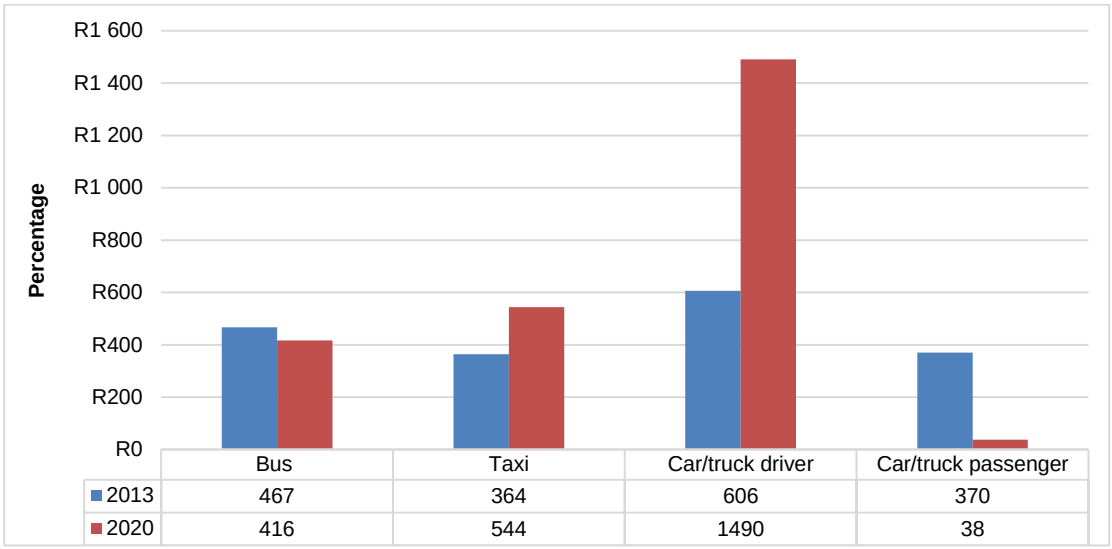
Mode and monthly payment in rand	District municipality					
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	Free State
Bus						
Mean (Rand)	343	1 032	469	236	145	**416**
1–100	2,7	*	2,1	*	*	**1,8**
101–200	5,1	*	6,4	16,7	*	**7,5**
200+	92,3	100,0	91,5	83,3	100	**90,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	477	571	457	649	1 221	**544**
1–100	2,0	*	*	0,3	*.	**0,4**
101–200	9,8	1,3	1,8	7,2	24,6	**4,5**
200+	88,3	98,7	98,2	92,5	75,4	**95,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver						
Mean (Rand)	4 307	*	759	510	2 771	**1 490**
1–100		*	*	*	*	*
101–200	100,0	*	*	*	*	*
200+		*	*	*	*	**100,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger						
Mean (Rand)	*	56	31	104	188	**38**
1–100	*	11,3	*	7,5	4,8	**6,3**
101–200	*	12,1	*	*	8,2	**5,3**
200+	100,0	76,6	100,0	92,5	87,0	**88,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Provincially, travelling by car\bakkie\truck driver as a driver was the most expensive mode of travel for learners, with a mean of R1 490, as indicated in Table 3.20. Using car/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R38. Despite using car/truck as a passenger being the least expensive travel mode, more than 88,0% of car\bakkie\truck users as passenger paid more than R200 per month (88,5%), followed by those who spent between R1 and R100 (6,3%).

The results show that more than eighty per cent of learners who used private cars (100,0%), taxis (95,0%) and buses (90,7%) paid more than R200 per month.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	467	364	606	370
2020	416	544	1490	38

Figure 3.11 shows that overall travel costs for learners have decreased across all modes of transport when comparing 2013 and 2020 data, except for car/truck passenger. The largest decrease is observed among those who travelled by car/truck as passengers to reach their destination.

3.4 Summary

Learners in urban areas (85,1%) were more likely to attend an educational institution than those in rural areas (14,9%). The results show that 'walking all the way' was the primary method used by scholars to reach their school (74,4%). This pattern is also true for scholars living with disabilities (73,7%).

Travelling by taxi (12,7%) was the second most used mode of travel by scholars, followed by travelling by car/truck as a passenger (8,7%). Similarly, scholars living with disabilities indicated taxis (14,4%) as their second most used travel mode, followed by travelling by car/truck as a passenger (12,9%).

Of those who used private transport, most learners were passengers (9,1%) in a car/truck rather than drivers (1,7%). Taxis (15,2%) were the second most used mode of travel after walking all the way, and this was particularly the case in Lejweleputswa (19,8%), Thabo Mofutsanyane (15,1%) and Mangaung (15,0%). Provincially, buses were only the fourth most used mode of transport.

Xhariep (82,2%) had the highest percentage of learners who left their place of residence from 07:00 to 07:59 when compared to other district municipalities, followed by Lejweleputswa (77,7%). Almost 27 per cent of the learners in Fezile Dabi (26,5%) left their place of residence between 06:30 and 06:59. Learners who left their place of residence before 06:30 were more likely to be from Thabo Mofutsanyane (13,7%).

4. Work-related travel patterns

4.1 Introduction

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

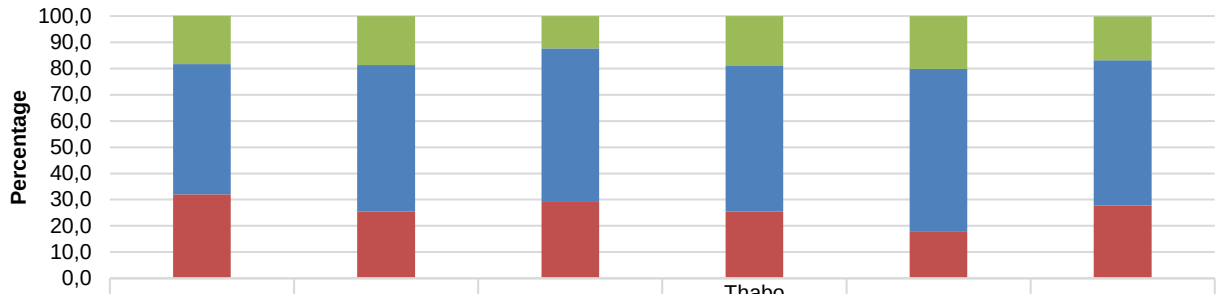
Table 4.1: Workers' disability status, geographic location and household income quintiles by district municipality, 2020

Indicator		District municipality					Free State
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Worker status							
Workers	Number	170	156	251	168	46	**792**
	Percent	21,5	19,7	31,7	21,2	5,8	**100,0**
Disabled workers	Number	47	32	41	43	9	**171**
	Percent	27,3	18,7	23,7	25,1	5,2	**100,0**
Geographic location							
Urban	Number	154	138	223	115	31	**661**
	Percent	23,4	20,8	33,8	17,4	4,7	**100,0**
Rural	Number	16	19	28	53	15	**131**
	Percent	12,1	14,1	21,3	40,8	11,7	**100,0**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	49	40	52	32	11	**184**
	Percent	26,8	21,6	28,4	17,2	6,0	**100,0**
Quintile 2	Number	20	41	36	35	8	**140**
	Percent	14,1	29,4	25,7	25,2	5,7	**100,0**
Quintile 3	Number	27	26	34	39	7	**133**
	Percent	20,3	19,3	25,6	29,5	5,3	**100,0**
Quintile 4	Number	35	21	58	32	13	**158**
	Percent	21,9	13,3	36,5	20,3	7,9	**100,0**
Quintile 5 (Highest income quintile)	Number	39	28	71	30	8	**176**
	Percent	22,4	16,1	40,4	16,8	4,3	**100,0**

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

Table 4.1 shows that 31,7% of the 792 000 Free State workers who reside in Mangaung, slightly more than twenty percent reside in Fezile Dabi (21,5%) and Thabo Mofutsanyane (21,2%). About 171 000 workers with disabilities were identified in the survey. Lejweleputswa is constituted to 19,7% of the provincial workforce, but only 18,7% of disabled workers. Fezile Dabi and Thabo Mofutsanyane, on the other hand, had proportionally more disabled workers than the provincial worker profile. More eighty-four percent of workers were found in urban (83,5%) and 16,5% found in rural. The highest percentage of workers classified as rural came from Thabo Mofutsanyane (40,8%).

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



	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	Free State
1-4	18,4	18,7	12,3	19,1	20,1	16,7
5	49,7	55,9	58,2	55,5	61,9	55,5
6-7	32,0	25,4	29,5	25,4	18,0	27,7

The number of days travelled per week to place of work is presented in Figure 4.1. In Free State, it is clearly demonstrated that the majority of the working population works five days per week. Provincially, 55,5% workers worked five days a week, followed by 27,7% who worked six days plus and 16,7% worked one to four days a week.

Xhariep (61,9%) had the highest percentage of workers who worked five days a week, followed by Mangaung (58,2%). The lowest percentages of workers who worked five days per week were found in Fezile Dabi (49,7%). Fezile Dabi also recorded the highest proportion of workers who worked more than five days in a week with 32,0%, followed by Mangaung (29,5%).

Workers in Xhariep (20,1%) and Thabo Mofutsanyane (19,1%) were the most likely to work less than five days a week, and these proportions are above the provincial proportion of 16,7%.

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

District municipality		Days worked			Total
		1–4	5	6–7	
Fezile Dabi	Number	29	77	50	**104**
	Per cent	18,4	49,7	32	**100,0**
Lejweleputswa	Number	27	80	36	**73**
	Per cent	18,7	55,9	25,4	**100,0**
Mangaung	Number	29	136	69	**39**
	Per cent	12,3	58,2	29,5	**100,0**
Thabo Mofutsanyane	Number	30	89	40	**46**
	Per cent	19,1	55,5	25,4	**100,0**
Xhariep	Number	8	25	7	**77**
	Per cent	20,1	61,9	18	**100,0**
Free State	**Number**	123	406	203	**339**
	Per cent	16,7	55,5	27,7	**100,0**
Geographic location					
Urban	Number	108	338	169	**614**
	Per cent	17,5	55,0	27,4	**100,0**
Rural	Number	15	68	34	**117**
	Per cent	12,6	58,3	29,1	**100,0**

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

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers, as shown in Table 4.2. About sixty per cent (58,3%) of rural workers indicated that they worked five days a week compared to 55,0% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (17,5%) and less likely to work more than five days a week (27,4%).

4.2 Modes of travel to work

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

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Total
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Workers	Number	34	107	157	30	167	8	**503**
	Per cent	83,2	82,3	77	84,6	80,1	88,3	**80,1**
Disabled workers	Number	7	23	47	5	42	*	**125**
	Per cent	16,8	17,7	23	15,4	19,9	11,7	**19,9**
District municipality								
Fezile Dabi	Number	*	17	52	10	41	2	**124**
	Per cent	1,2	13,9	42,2	8	33,0	1,6	**100,0**
Lejweleputswa	Number	7	22	40	6	45	3	**123**
	Per cent	5,4	18,1	32,2	5,2	36,7	2,4	**100,0**
Mangaung	Number	29	62	65	6	46	*	**211**
	Per cent	13,5	29,4	30,9	2,7	21,9	1,6	**100,0**
Thabo Mofutsanyane	Number	5	28	33	11	58	*	**134**
	Per cent	3,5	20,7	24,3	7,9	43,2	0,3	**100,0**
Xhariep	Number	*	*	14	3	18	*	**36**
	Per cent	0,2	0,9	38,7	7,4	51,8	1,1	**100,0**
Free State	**Number**	**41**	**130**	**203**	**35**	**209**	**9**	**628**
	Per cent	**6,6**	**20,7**	**32,4**	**5,6**	**33,2**	**1,5**	**100,0**
Geographic location								
Urban	Number	35	120	180	30	155	8	**528**
	Per cent	6,7	22,8	34,0	5,7	29,3	1,5	**100,0**
Rural	Number	6	9	24	5	54	*	**99**
	Per cent	6,3	9,5	23,7	5,2	54	1,3	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	6	18	72	9	36	*	**142**
	Per cent	4,3	12,3	50,4	6,3	25,2	1,5	**100,0**
Quintile 2	Number	5	25	14	5	54	1	**104**
	Per cent	4,7	23,8	13,5	5,2	51,5	1,3	**100,0**
Quintile 3	Number	8	26	14	4	50	2	**105**
	Per cent	7,9	25	13,3	3,7	47,9	2,1	**100,0**
Quintile 4	Number	10	36	24	8	49	*	**130**
	Per cent	8,1	27,4	18,3	6,3	37,7	2,2	**100,0**
Quintile 5 (Highest income quintile)	Number	12	26	80	9	20	*	**147**
	Per cent	7,9	17,6	54,5	5,9	13,7	0,4	**100,0**

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

Table 4.3 shows workers' disability status, geographical location, household income quintile and province by main mode of transport. Provincially, the main mode of transport that carries the largest share of workers is walking all the way (33,2%), and private car/truck as drivers, which account for 32,4%. Almost one in five workers used taxi (20,7%).About 6,6% travelled by bus and another 5,6% travelled by Car/truck as passengers.

Travel by means of public transport was important across all geographic locations. Urban workers were more likely to use both bus and taxis when compared rural workers. In comparison, slightly more urban dwellers made use of car/truck as a passenger than rural workers (5,7% compared with 5,2%). The figures for travelling by car/truck as the driver was high in urban areas compared to rural areas (34,0% as opposed to 23,7%).

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

District municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Fezile Dabi	*	17	**18**
Lejweleputswa	6	22	**28**
Mangaung	28	62	**90**
Thabo Mofutsanyane	4	27	**32**
Xhariep	*	*	*****
Free State	41	**129**	**171**
% of all public transport	24,2	75,8	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Table 4.4 represents the total number of trips to work using public transport by district municipality in 2020. More than three out of four workers using public transport used taxis in 2020, whereas 24,2% used buses.

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

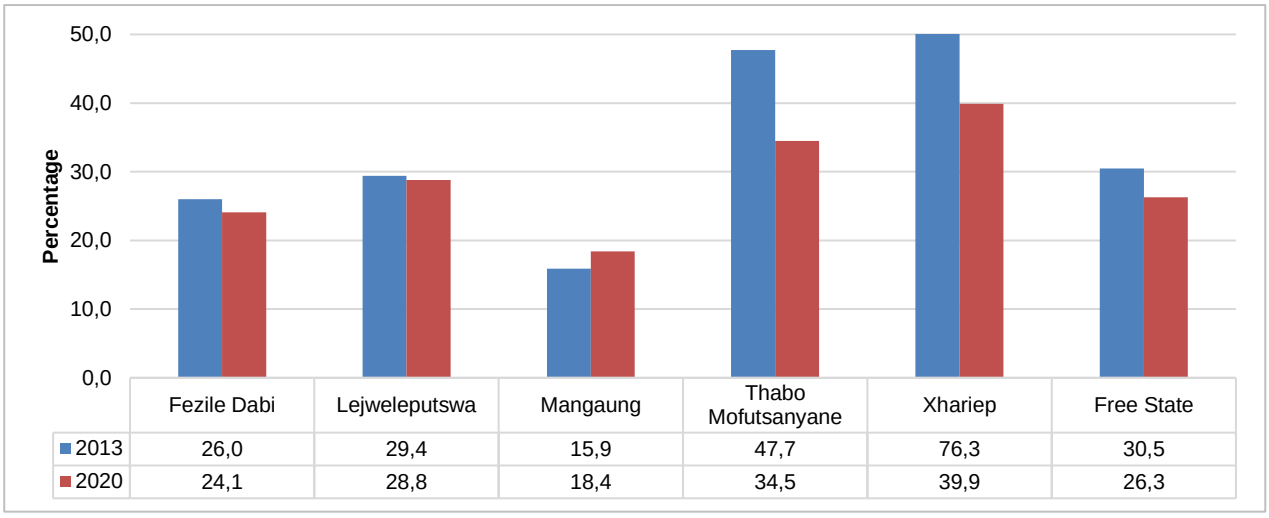


Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipality. The proportion of workers who walked all the way to work decreased from 30,5% in 2013 to 26,3% in 2020. In 2013, 'walking all the way' was more likely to occur in Xhariep (76,3%) than anywhere else in the province, whilst in 2020, The highest percentage of workers who walked to work were found in Xhariep (39,9%) followed by Thabo Mofutsanyane (34,5%).

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

District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Free State	% within district	Number (`000)	% within Free State	% within district	Number (`000)	% within Free State	% within district	Number (`000)	% % within Free State	% within district
Fezile Dabi	41	**19,7**	24,1	*	**21,2**	0,8	42	**25,8**	24,9	*	**15,8**	0,6
Lejweleputswa	45	**21,6**	28,8	*	**40,4**	1,7	30	**18,2**	19,2	*	**25,5**	1,1
Mangaung	46	**22,2**	18,4	*	**32,6**	0,8	54	**32,6**	21,3	*	**17,9**	0,5
Thabo Mofutsanyane	58	**27,8**	34,5	*	**2,5**	0,1	28	**17,1**	16,7	*	**24,1**	0,9
Xhariep	18	**8,8**	39,9	*	**3,4**	0,5	10	**6,3**	22,6	*	**16,7**	2,4
Free State	**209**	**100,0**	**26,3**	**6**	**100,0**	**0,8**	**164**	**100,0**	**20,8**	**7**	**100,0**	**0,8**
Geographic location												
Urban	155	**74,3**	23,4	5	**79,5**	0,8	146	**88,5**	22,0	7	**100,0**	1,0
Rural	54	**25,7**	41,0	*	**20,5**	1,0	19	**11,5**	14,4	*	*	*

The totals used to calculate percentages excluded unspecified cases.

Table 4.5 shows that provincially, slightly more than two hundred thousand workers walked all the way to their place of work. The highest percentage of workers who walked to work were found in Thabo Mofutsanyane (27,8%) followed by Mangaung (22,2%), while cyclists were most likely to come from Lejweleputswa (21,6%).

Of the 164 000 workers who drove all the way to work, approximately 90 per cent resided in urban areas while nearly 12 per cent resided in rural areas (11,5%). Across the district municipalities, Fezile Dabi (25,8%) and Mangaung (32,6%) recorded the highest percentage of workers who drove all the way to work. By comparison, Lejweleputswa (25,5%), recorded the highest proportions of workers who hitchhiked all the way to work.

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

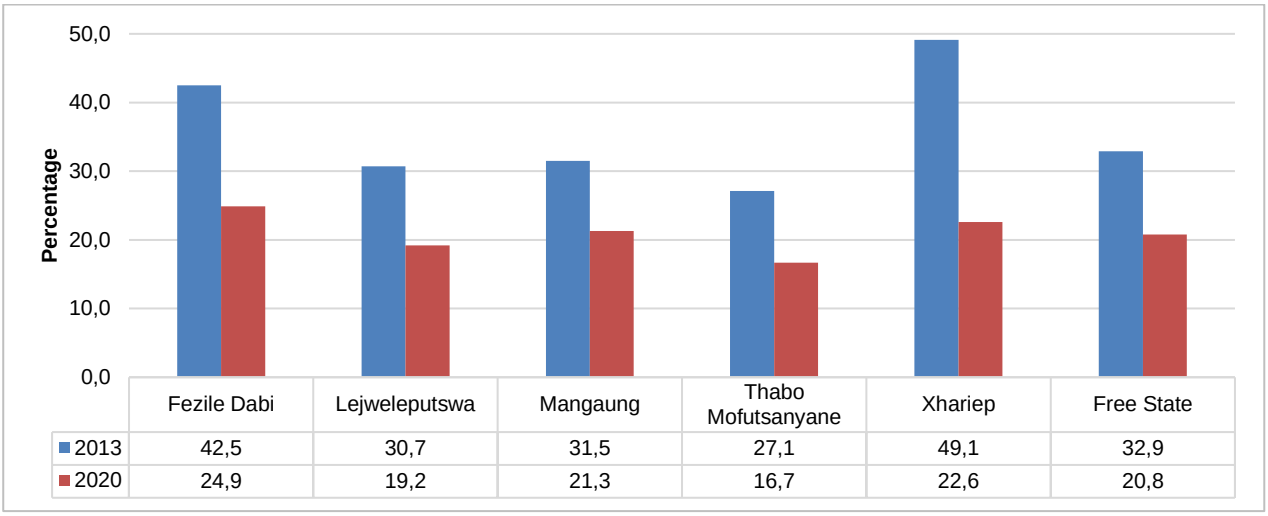


Figure 4.3 shows a significant decrease among workers who drove all the way to their workplace (from 32,9% in 2013 to 20,8% in 2020). The largest decreases between 2013 and 2020 were observed in Xhariep (-26,5 percentage points) and Fezile Dabi (-17,6 percentage points).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	22	*	**26**
	Per cent	14,4	6,0	**12,3**
Public transport too expensive	Number	23	4	**27**
	Per cent	14,9	7,4	**12,9**
Public transport not available	Number	*	*	**4**
	Per cent	1,3	3,5	**1,9**
No public transport available at specific times	Number	*	*	*
	Per cent	*	*	*
Public transport is not enough	Number	*	*	*
	Per cent	*	*	*
No transport	Number	4	*	**5**
	Per cent	2,4	2,1	**2,3**
Nearby/close enough to walk	Number	100	43	**143**
	Per cent	64,6	79,5	**68,4**
Health reasons/exercising	Number	*	*	*
	Per cent	1,0	*	**0,7**
Other	Number	*	*	*
	Per cent	0,9	*	**0,8**
Total	**Number**	**155**	**54**	**209**
	Per cent	**100,0**	**100,0**	**100,0**

Percentages calculated within a geographic location.
Only one response was possible per person.
Other reasons include: To avoid traffic congestion, no parking at the destination, fuel costs, etc.

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (68,4%). This reason was more likely to be given by workers in rural areas (79,5%) than workers in urban areas (64,6%). More than one-tenth of workers indicated that public transport was too expensive (12,9%). This reason was most likely to be given in urban areas (14,9%).

The third most common reason was that it was by choice (12,3%). It is noticeable that urban workers were much more likely to offer this as a reason than urban workers (14,4%) compared to rural workers (6,0%).

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

Main reasons for cycled all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*****
	Per cent	40,7	*	**32,4**
Public transport: Too expensive/not available/not enough	Number	*	*	*****
	Per cent	29,9	93,0	**42,8**
Nearby/close enough to walk	Number	*	*	*****
	Per cent	26,8	7,0	**22,7**
Health reasons/exercising	Number	*	*	*
	Per cent	*	*	*
Total	**Number**	**5**	*****	**6**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that 42,8% of workers said that Public transport Too expensive/not available/not enough that they cycled all the way to their destination, followed by those who said it was by choice (32,4%), and by those who indicated that it was nearby/close enough to cycle (22,7%).

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

Main reasons for driven all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	58	10	**68**
	Per cent	58,0	76,3	**60,1**
To drop/pick up passengers on his/her way to work	Number	24	*	**26**
	Per cent	24,4	15,1	**23,3**
To drop/pick up passengers on his/her way back home	Number	15	*	**16**
	Per cent	14,9	5,4	**13,8**
To pick up lift-club members	Number	*	*	*****
	Per cent	2,4	1,8	**2,4**
Other	Number	*	*	*****
	Per cent	*	*	**0,5**
Total	**Number**	**100**	**13**	**113**
	Per cent	**100,0**	**100,0**	**100,0**

Only one response was possible per person.
Percentages calculated within geographical location.

Provincially, 60,1% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 23,3% who had to pick up or drop passengers off on their way to work. This was more prominent in urban areas (24,4%) than in rural areas (15,1%). The results further show that nearly fourteen per cent of workers use their cars to drop or pick up passengers on their way back home (13,8%).

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

Main reasons for Hitchhiked all the way	Statistics (numbers in thousands)	Geographic location	
		Urban	Total
It was by choice	Number	*	*****
	Per cent	27,3	**27,3**
Public transport too expensive/ not available/not enough	Number	*	*****
	Per cent	34,5	**34,5**
No transport	Number	*	*****
	Per cent	14,9	**14,9**
No transport money	Number	*	*
	Per cent	*	*
It is cheaper/reasonable/free of charge	Number	*	*****
	Per cent	11,5	**11,5**
Other	Number	*	*****
	Per cent	8,9	**8,9**
Total	**Number**	**7**	**7**
	Per cent	**100,0**	**100,0**

Percentages calculated within a geographic location.
Only one response was possible per person.

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than half (34,5%) of workers cited public transport as being too expensive or not available as the main reason for hitchhiking all the way to work. In comparison, (27,3%) of workers hitchhiked to their respective place of work mainly because it was by choice. Urban workers (34,5%) were more likely to cite public transport as being too expensive or not available. Slightly more than one-tenth (11,5%) of urban workers said it was cheaper or free of charge to hitchhike all the way to work.

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

District municipality	Number who did not drive all the way to work(`000)	Changed transport		
		Number (`000)	Per cent within district	Per cent within Free State
Fezile Dabi	38	*	4,3	**4,4**
Lejweleputswa	44	*	3,2	**3,7**
Mangaung	108	32	29,9	**86,2**
Thabo Mofutsanyane	46	*	4,1	**5,0**
Xhariep	5	*	5,1	**0,7**
Free State	**242**	**37**	**15,5**	**100,0**

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

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. 37 thousand indicated that they had to connect at least once when going to work. 86,2% of all the workers in Free State who changed transport worked in Mangaung. Proportionally within district municipalities, workers in Mangaung (29,9%) were more likely to change transport than workers in other district municipalities to change transport.

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

Main mode of travel	Statistics (numbers in thousands)	No of transfers(percentage of trips)		Free State
		Yes	No	
Bus	Number	15	26	**41**
	Per cent	36,0	64,0	**100,0**
Taxi	Number	2,0	110	**130**
	Per cent	15,6	84,4	**100,0**
Total	**Number**	**35**	**136**	**171**
	Per cent	**20,5**	**79,5**	**100,0**

Totals used excluded unspecified cases.
Percentages calculated within public transport mode.

Table 4.11 reveals that the need to transfer affects bus users more than other users. Of the public transport users who mentioned that they changed transport on the way to their work, 79,5% did not change transport while 20,5% had to change transport. Of those who changed transport, most workers were bus passengers (36,0%).

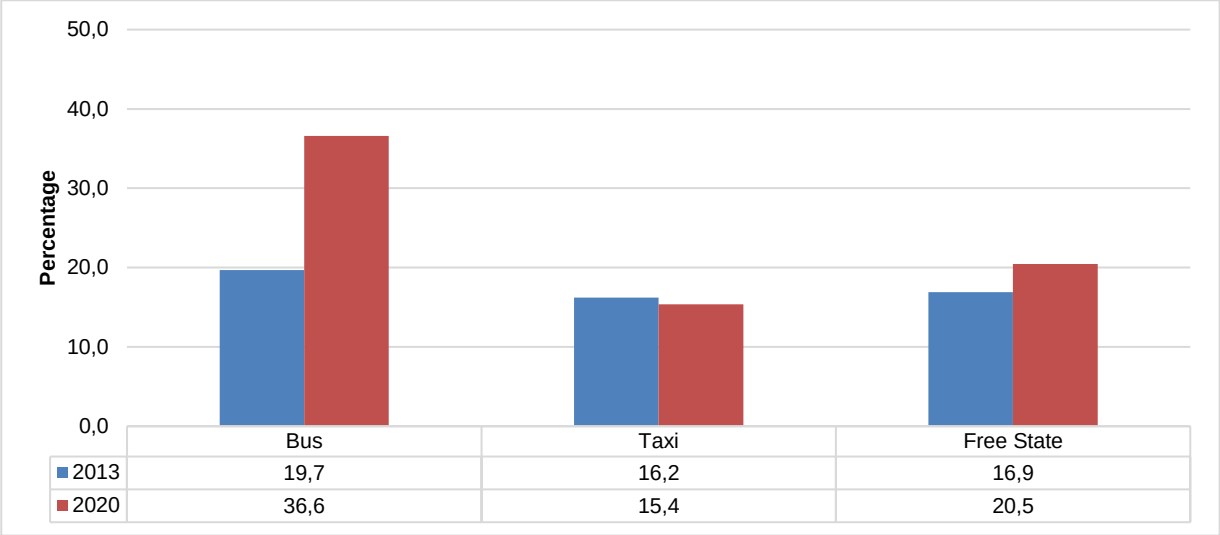
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in thousands)	No of transfers(percentage of trips)		Free State
		1	2	
Bus	Number	15	*	**15**
	Per cent	100,0	*	**100,0**
Taxi	Number	20	*	**20**
	Per cent	98,4	1,6	**100,0**
Total	**Number**	**35**	*****	**35**
	Per cent	**99,1**	**0,9**	**100,0**

Totals used excluded unspecified cases.
Percentages calculated within public transport mode.

Table 4.12 represents the number of transfers made by public transport users. Taxi users (1,6%) recorded the highest percentage of workers who had to make two changes on their way to work.

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



Percentages calculated within mode of travel

Figure 4.4 shows that provincially, there was an increase in the percentage of public transport users who made at least one transfer (from 16,9% in 2013 to 20,5% in 2020). Most workers who completed at least one public transport transfer used buses. Persons who made at least one transfer using a taxi decreased between 2013 and 2020 by 0,8 percentage point.

4.3 Departure, waiting, arrival and total travel times

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

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Fezile Dabi	124	15,8	14,6	27,0	38,2	4,4
Lejweleputswa	123	19,9	12,2	23,6	36,8	7,6
Mangaung	211	20,9	17,5	20,2	34,2	7,1
Thabo Mofutsanyane	134	14,7	11,6	20,8	43,9	9,1
Xhariep	36	11,7	6,8	22,8	56,9	1,7
Free State	**628**	**17,9**	**14,0**	**22,5**	**38,8**	**6,8**
Geographic location						
Urban	528	19,0	14,9	19,5	39,4	7,2
Rural	99	11,8	9,2	38,5	36,0	4,6

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

Table 4.13 shows the time workers leave for work by district municipality and geographical location. Nearly forty per cent (38,8%) of Free State's workers left their home for work between 07:00 and 07:59 in the morning. Mangaung (20,9%) and Lejweleputswa (19,9%) recorded the highest percentages of workers leaving their homes/residential places before 06:00 in the morning.

One out of five workers (22,5%) left for work between 06:30 and 06:59 in the morning. Fezile Dabi (27,0%) had the highest proportion of workers leaving for work between 06:30 and 06:59 in the morning followed by Lejweleputswa (23,6%). Out of the 14,0% of workers travelling from 06:30 to 06:59 in the morning, Mangaung (17,5%) had the highest level.

Approximately seven per cent of workers (6,8%) left their homes from 08:00 in the morning or later when going to work. Thabo Mofutsanyane (9,1%) recorded slightly higher levels of workers going to work from 08:00 or later.

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

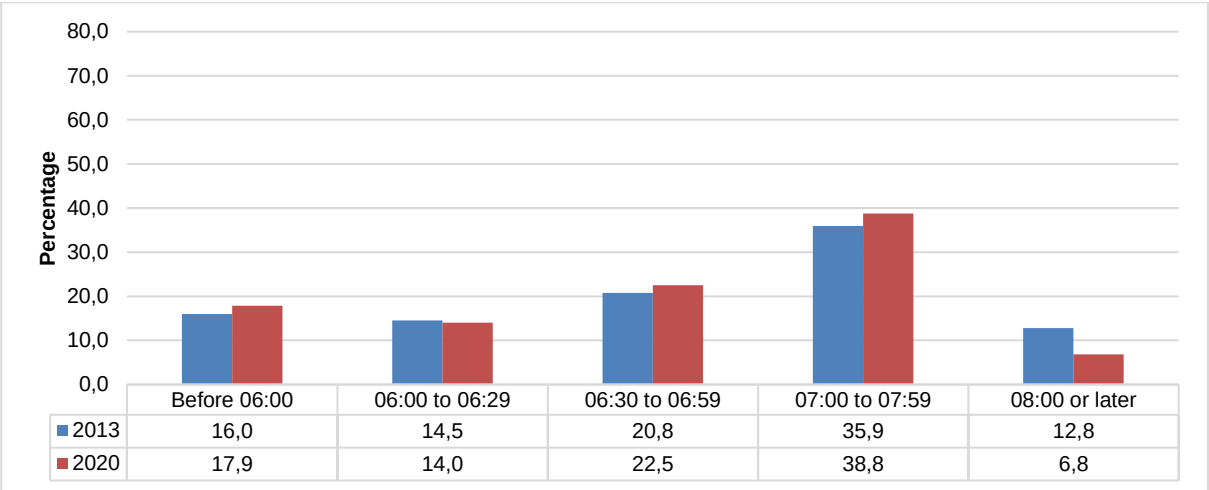


Figure 4.5 shows that the incidence of early starting times was lower in 2013 than in 2020. About 51,0% (51,3%) of workers left their home before 07:00 in 2013 compared to 54,4% in 2020. The number of those who left after 08:00 has decreased from 12,8% in 2013 to 6,8% in 2020.

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Fezile Dabi	124	9,4	4,6	18	50,6	17,4
Lejweleputswa	123	14,3	2,9	20,7	51,4	10,8
Mangaung	211	8,7	2,6	20,1	54,0	14,7
Thabo Mofutsanyane	134	8,2	2,1	18,3	53,2	18,2
Xhariep	36	7,0	3,0	13,9	48,5	27,6
Free State	**628**	**9,7**	**3,0**	**19,0**	**52,3**	**15,9**
Geographic location						
Urban	528	10,3	3,1	18,7	51,2	16,6
Rural	99	6,3	2,1	20,7	58,4	12,4

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

Table 4.14 represents the number of workers by arrival time at work by district municipality and geographical location. Provincially, a little more than 50 per cent of the working population arrived at work between 07:00 and 07:59 in the morning (52,3%). Workers in Thabo Mofutsanyane (53,2%) had the highest percentages of persons arriving at work during this period.

About 16% (15,9%) of the workers arrived at work at 08:00 in the morning or later. Lejweleputswa (20,7%) had the highest proportion of workers who arrived at work between 06:30 and 06:59 in the morning.

Most rural workers (58,4%) were also more likely to arrive at work between 07:00 and 07:59 than urban workers (51,2%). On the other hand, urban workers were more likely to arrive at work before 06:00 than rural workers.

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

District municipality	Number of workers who walked to first public transport (`000)	Walking time (per cent within district municipality)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Fezile Dabi	22	58,4	21,4	12,6	7,6
Lejweleputswa	16	64,8	18,6	1,5	15,2
Mangaung	88	71,7	14,1	11,6	2,5
Thabo Mofutsanyane	33	63,5	23,5	5,4	7,6
Xhariep	*	43,8	*	26,5	29,7
Free State	**161**	**67,2**	**17,4**	**9,6**	**5,8**

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

It is evident from Table 4.15 that the distribution of walking times is very similar throughout the province. The majority of workers walked up to five minutes to reach their first transport in the morning (67,2%) and 17,4% walked between 6–10 minutes.

Provincially, only 5,8% of workers walked for more than 15 minutes to their first transport. District municipalities where most workers tended to walk for the same duration was Xhariep (29,7%).

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

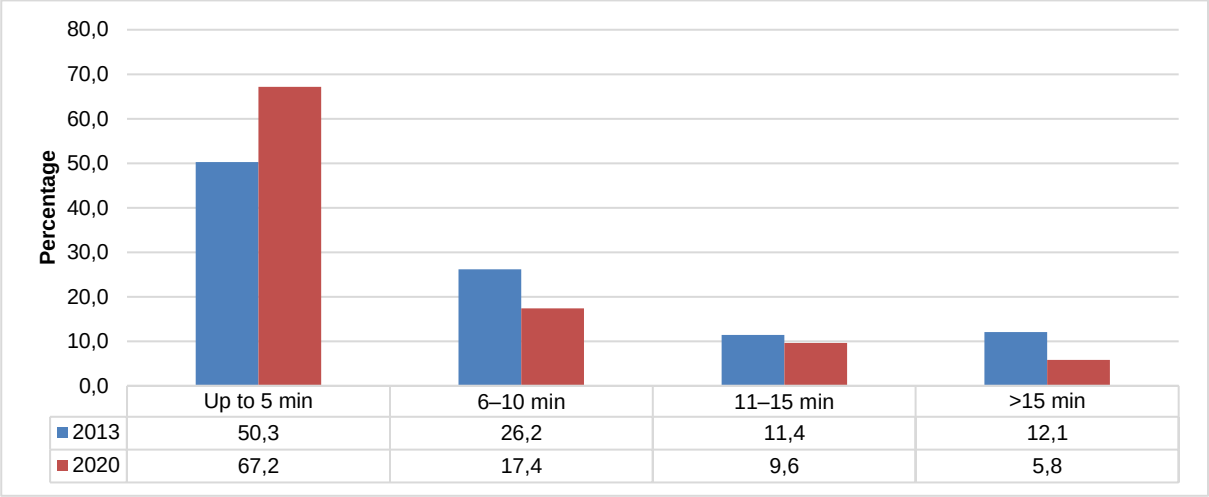


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 12,1% in 2013 to 5,8% in 2020, while the percentage of workers who walked up to 5 minutes increased from 50,3% in 2013 to 67,2% in 2020. This represents a 16,9-percentage-point increase.

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

Mode of travel	Number of workers who used public transport and completed walking time question (`000)	Walking time (per cent within mode)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Bus	37	61,6	20,5	13,9	4,0
Taxi	99	72,9	14,5	7,5	5,1
Free State	**136**	**69,9**	**16,1**	**9,3**	**4,8**

Totals used to calculate percentages excluded unspecified cases.

Table 4.16 shows that workers were more likely to walk for five minutes or less to get their first taxi. Furthermore, taxi users (72,9%) were more likely to walk for five minutes or less to get their first taxi when compared to bus users (61,6%).Four per cent of the bus users (4,0%) reported that they walk more than 15 minutes to get to their first bus.

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

District municipality	Number of workers who waited for public transport (`000)	Waiting time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Fezile Dabi	14	72,6	18,0	5,9	3,5
Lejweleputswa	11	93,7	4,2	2,1	*
Mangaung	84	89,6	3,4	4,4	2,6
Thabo Mofutsanyane	26	69,3	22,1	1,7	6,9
Xhariep	*	36,0	64,0	*	*
Free State	**135**	**84,3**	**8,6**	**3,8**	**3,3**

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

Table 4.17 represents the amount of time workers have to wait before their first public transport arrives by district municipality. 135 000 workers waited for their first public transport. Slightly more than eight out of 10 workers (84,3%) waited five minutes or less provincially, while workers in Lejweleputswa (93,7%) and Mangaung (89,6%) were the most likely of all the district municipalities to wait for five minutes or less.

About 3% (3,3%) of all Free State workers waited for more than 15 minutes for the first public transport. In Thabo Mofutsanyane, 6,9% of the workers waited for more than 15 minutes or more, followed by 3,5% in Fezile Dabi.

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

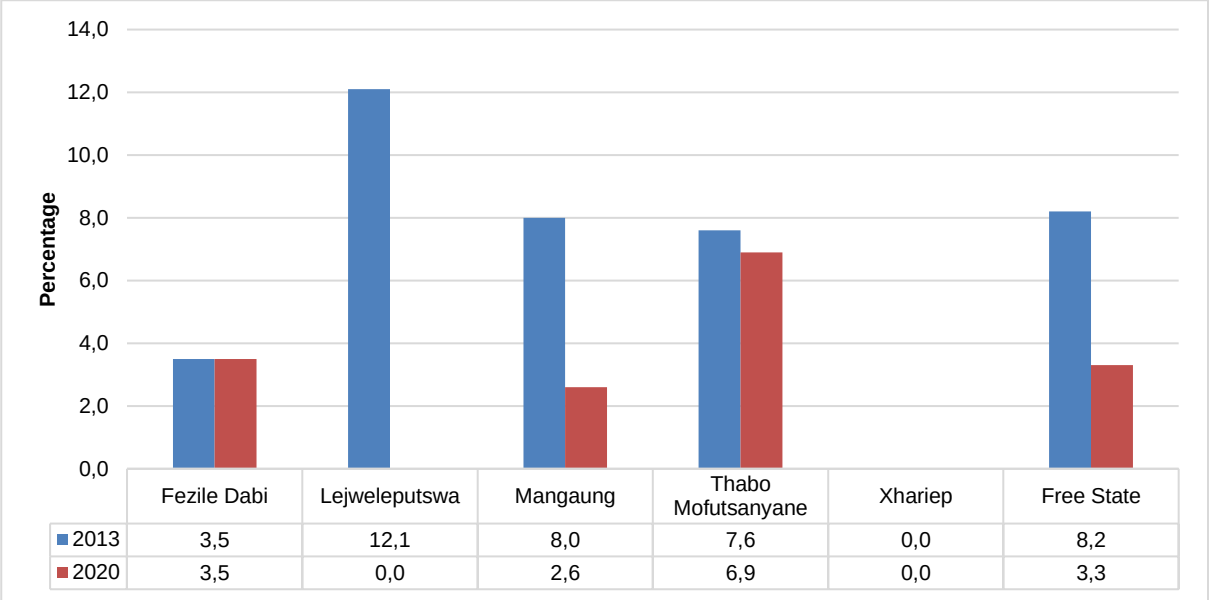


Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport in decreased between 2013 and 2020 across all district municipalities.

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

District municipality	Total (`000)	Bus			Total (`000)	Taxi			
		Up to 5 min	6–10 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Fezile Dabi	2	17,5	34,1	62,7	10	58,6	41,9	86,6	*
Lejweleputswa	5	66,2	19,3	37,3	5	27,5	24,1	13,4	100,0
Mangaung	1	10,7	26,6	*	*	3,4	*	*	*
Thabo Mofutsanyane	*	3,9	*	*	*	*	5,4	*	*
Xhariep	*	1,7	19,9	*	*	10,5	28,7	*	*
Free State	**9**	**100,0**	**100,0**	**100,0**	**18**	**100,0**	**100,0**	**100,0**	**100,0**

Totals used to calculate percentages excluded unspecified cases for mode of travel and time waited (in minutes) to the first public transport.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within district municipalities.

Table 4.18 represents the number of workers by district municipality and waiting time for the first public transport (train, bus and taxi). In terms of waiting times, the data shows that taxi waiting times were much higher in Lejweleputswa. In contrast to this, bus service users in Fezile Dabi (62,7%) waited longer for their bus to arrive.

Of the 9 000 individuals who travelled to work by bus, the highest numbers were found in Lejweleputswa (5 000) and Fezile Dabi (2 000).

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

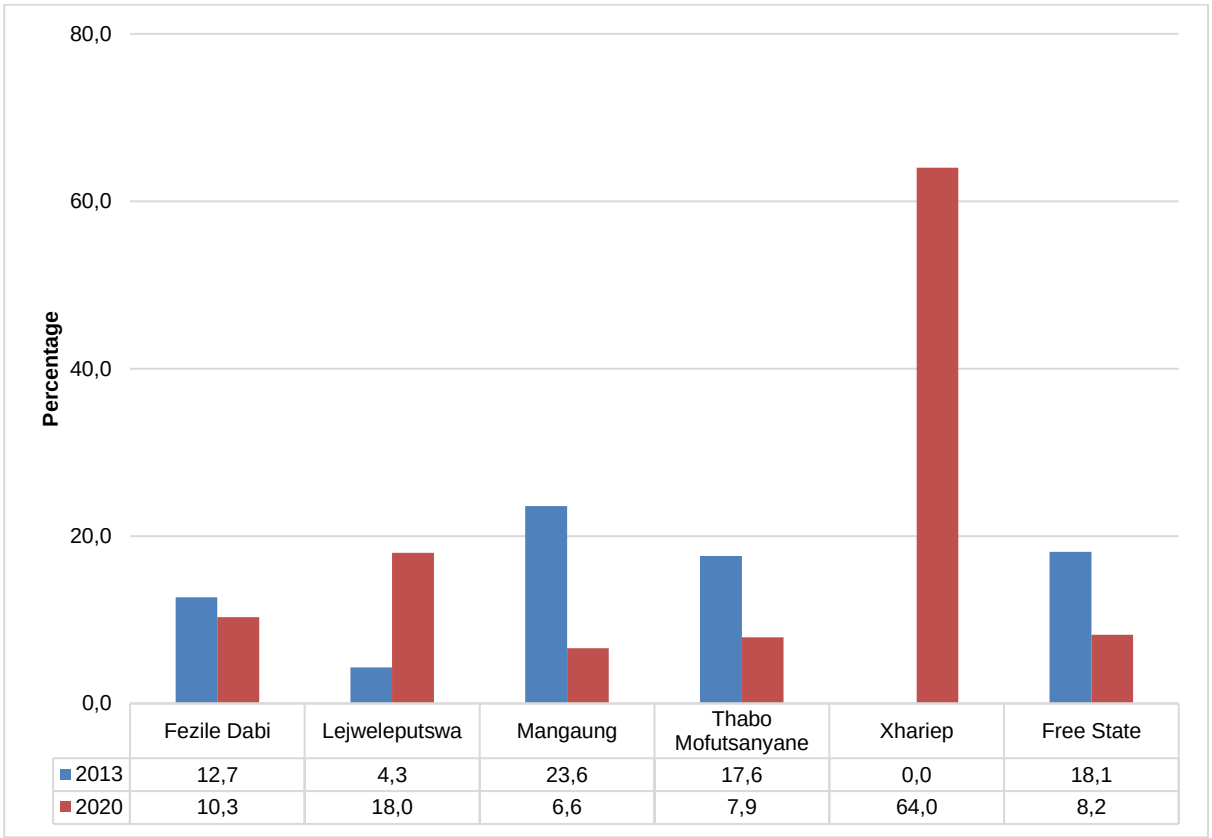
District municipality	Number of workers who walked at the end of the work trip (`000)	Walking time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Fezile Dabi	11	61,0	17,5	11,2	10,3
Lejweleputswa	10	71,8	10,3	*	18,0
Mangaung	76	61,8	18,7	12,9	6,6
Thabo Mofutsanyane	24	64,2	21,4	6,5	7,9
Xhariep	*	36,0	*	*	64,0
Free State	**121**	**62,9**	**18,4**	**10,4**	**8,2**

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

Table 4.19 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Provincially, slightly more than three out of five commuters walked five minutes or less to get to their final destination (62,9%), and a further 18,4% walked between six and ten minutes. Approximately ten per cent of Free State workers walked between 11 and 15 minutes after alighting from their transport (10,4%).

Lejweleputswa (71,8%) had the highest percentages of commuters who walked for five minutes or less to their place of work followed by Thabo Mofutsanyane (64,2%). 64,0% of Xhariep workers walked for more than 15 minutes.

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



Xhariep (64,0%) had the highest percentages of commuters who walked more than 15 minutes or more to their place of work followed by Lejweleputswa (18,0%).

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

District municipality	Total (`000)	Bus				Total (`000)	Taxi			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Fezile Dabi	*	4,8	*	*	*	10	10,1	10,7	12,9	15,6
Lejweleputswa	*	15,0	*	*	11,9	6	7,0	5,6	*	19,7
Mangaung	22	67,0	77,6	100,0	76,5	54	60,1	60,8	70,5	41,3
Thabo Mofutsanyane	4	12,3	22,4	*	11,6	20	22,8	22,9	16,6	21,9
Xhariep	*	0,3	*	*	*		*	*	*	1,6
Free State	**31**	**100,0**	**100,0**	**100,0**	**100,0**	**90**	**100,0**	**100,0**	**100,0**	**100,0**

Totals used to calculate percentages excluded unspecified cases for mode of travel and time walked (in minutes) after using public transport.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within district municipalities.

Table 4.20 shows that more than two-third of the workers who had to walk for more than 15 minutes to their workplace, after being dropped off by a taxi, lived in Mangaung (41,3%). Users of bus services who had to walk for more than 15 minutes were more likely to live in Mangaung (76,5%), followed by Lejweleputswa (11,9%).

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

Main mode of travel and total time in minutes	District municipality					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Bus						
Means	56	51	84	97	55	**79**
1-30	33,8	35,7	1,5	19,4	*	**10,2**
31-60	52	38,4	22,5	8,8	100,0	**24,7**
61+	14,3	25,9	76,0	71,7	*	**65,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	49	38	50	37	47	**45**
1-30	35,0	50,2	30,1	58,5	65,4	**40,4**
31-60	42,8	43,2	49,1	34,9	*	**44,1**
61+	22,2	6,6	20,7	6,7	34,6	**15,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	34	34	43	34	23	**36**
1-30	71,8	69,1	49,5	62,4	79,8	**63,1**
31-60	19,3	21,2	32,9	27,7	14,1	**25**
61+	8,9	9,7	17,7	9,9	6,1	**11,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	38	43	45	40	26	**40**
1-30	61,4	47,1	51,7	63,1	72,6	**58,6**
31-60	25,9	41,3	20,1	19,0	23,7	**25,5**
61+	12,6	11,6	28,3	17,8	3,7	**15,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Means(minutes)	28	26	27	34	24	**29**
1-30	79,1	77,5	71,5	62,8	86,3	**73,2**
31-60	14,5	15,8	23,9	28,1	9,1	**20,2**
61+	6,4	6,8	4,6	9,1	4,6	**6,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Other						
Means(minutes)	49	31	35	63	74	**40**
1-30	28,6	79,3	47,4	35,8	24,8	**52,1**
31-60	49,6	20,7	41,2	*	18,3	**33,5**
61+	21,8	*	11,5	64,2	56,9	**14,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

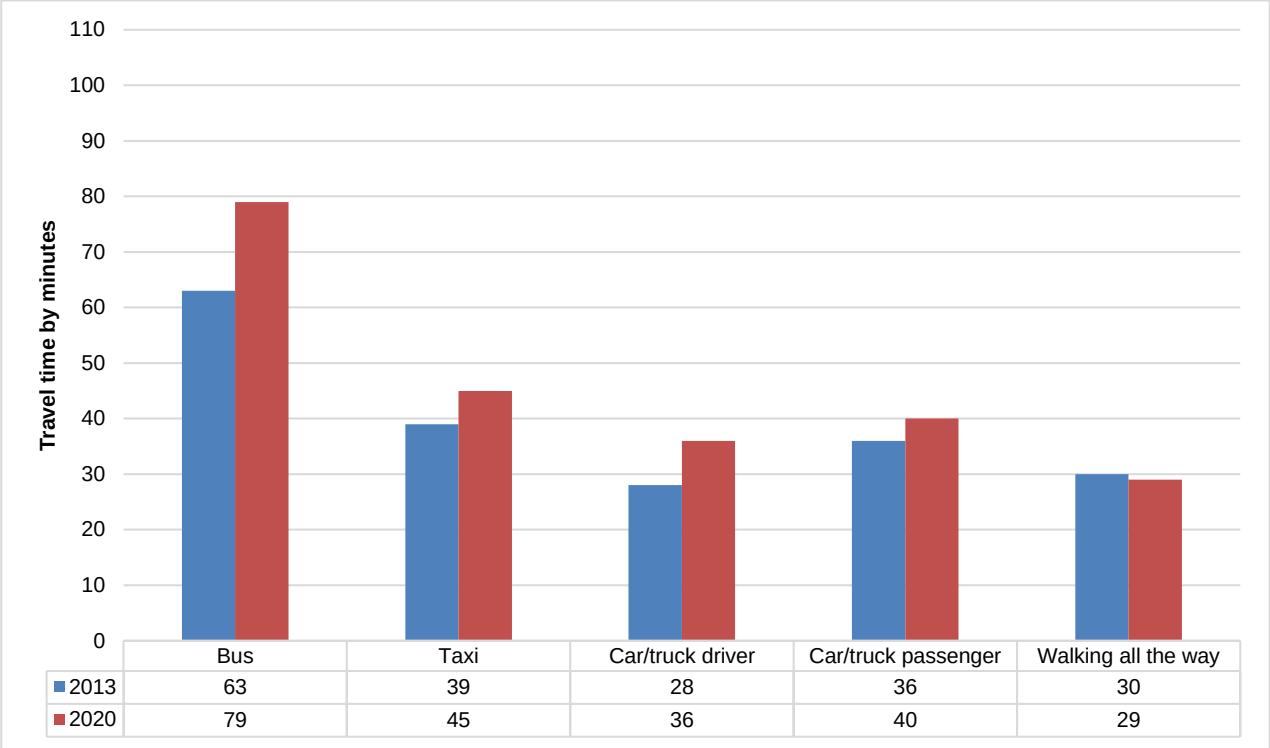
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals do not include unspecified case.

Provincially, more than two in three workers using buses tended to travel for more than 60 minutes to work, as shown in Table 4.21. In Mangaung and Xhariep, the time taken to travel by bus was mostly more than an hour.

Most of the workers who travelled by taxi took between 31 to 60 minutes to reach their place of work (44,1%). About 40,0% (40,4%) travelling by taxi needed 30 minutes or less to reach their destination, and 15,5% of workers needed more than an hour. Xhariep (65,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi followed by Thabo Mofutsanyane (58,5%).

The highest proportion of workers who walked all the way or used a car/bakkie/truck as a driver travelled for 30 minutes or less. Workers who drove to their place of work for more than an hour were mostly found in Mangaung (17,7%).

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	63	39	28	36	30
2020	79	45	36	40	29

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

In 2020, workers who used public transport experienced long travel time in the morning to access their workplace; bus users travelled for 79 minutes and taxi users travelled 45 minutes. Those who travelled by car/bakkie/truck as a passenger needed 40 minutes and those who drove took 45 minutes.

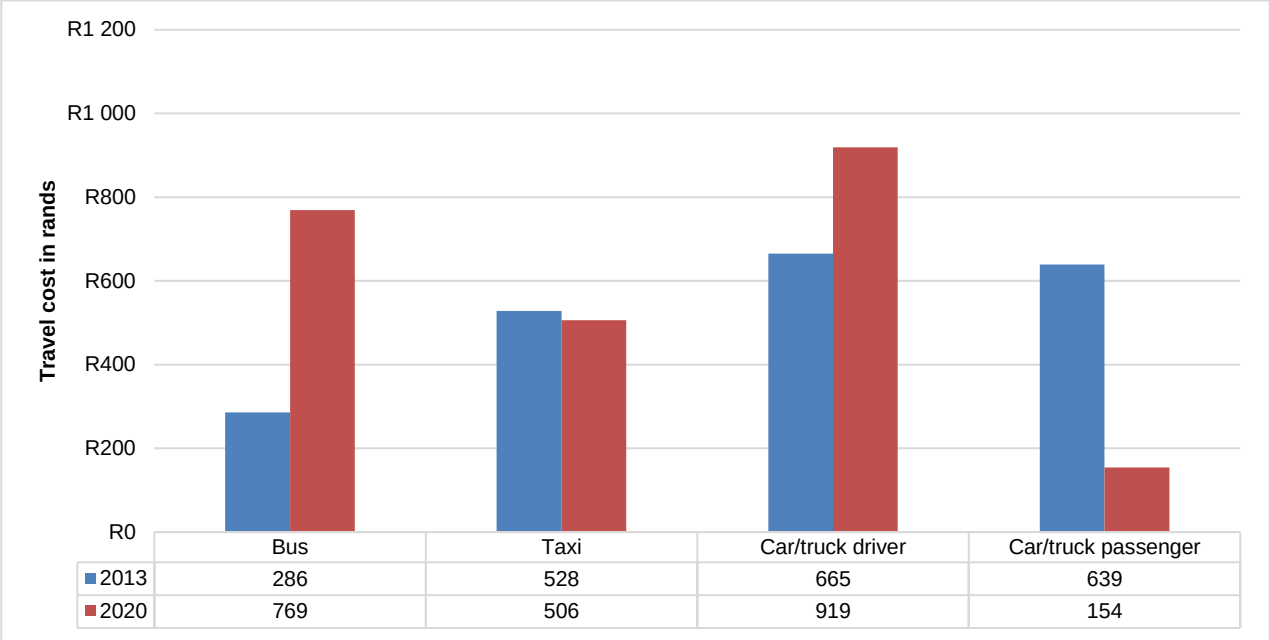
Table 4.22: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in Rand	District municipality					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Bus						
Mean(rand)	326	321	584	2 667	1 400	**769**
1 - 100	*	*	*	*	*	*
101 - 200	*	31,3	1,1	*	*	**5,5**
200+	100,0	68,7	98,9	100,0	100,0	**94,5**
Total	**100,0**	**100,0**	**100,0**	*****	**100,0**	**100,0**
Taxi						
Mean(rand)	510	500	474	581	459	**506**
1 - 100	1,5	*	0,9	3,1	*	**1,3**
101 - 200	1,5	*	*	1,8	*	**0,6**
200+	97,0	100,0	99,1	95,1	100,0	**98,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean(rand)	1 988	307	775	567	114	**919**
1 - 100	0,6	4,9	3,4	7,8	29,3	**3,5**
101 - 200	0,6	*	*	1,4	8,3	**0,6**
200+	98,8	95,1	96,6	90,9	62,4	**95,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean(rand)	227	233	145	45	145	**154**
1 - 100	*	*	18,5	*	15,1	*****
101 - 200	14,6	*	*	17,5	13,6	**7,9**
200+	85,4	100,0	100,0	82,5	86,4	**92,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.22 shows that travel costs were the highest for those who travelled by car/bakkie/truck driver (R919) as their mode of travel, as opposed to bus users (R769) and taxi users (R506). Travelling by car/bakkie/truck as passenger was the least expensive mode of travel, with a mean of R154.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	286	528	665	639
2020	769	506	919	154

Across all modes of transport, workers' average travel cost has increased between 2013 and 2020 except taxi and car/truck as a passenger. The highest increase is observed among those who used buses to reach their destinations, as shown in Figure 4.10.

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R919, followed by buses (R769) and taxis (R506). Using a car/truck passenger was the least expensive mode of travel compared to all the other modes.

Among public transport modes, buses appeared to be the most expensive public transport mode of travel for workers, with average monthly travel costs of R769, followed by buses (R507).

4.4 Summary

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers, as shown in Table 4.2. About sixty per cent (58,3%) of rural workers indicated that they worked five days a week compared to 55,0% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (17,5%) and less likely to work more than five days a week (27,4%).

Provincially, the main mode of transport that carries the largest share of workers is walking all the way (33,2%), and private car/truck as drivers, which account for 32,4%. Almost one in five workers used taxi (20,7%),About 6,6% travelled by bus and another 5,6% travelled by Car/truck as passengers.

Of the 164 000 workers who drove all the way to work, approximately 90 per cent resided in urban areas while nearly 12 per cent resided in rural areas (11,5%). Across the district municipalities, Fezile Dabi (25,8%) and Mangaung (32,6%) recorded the highest percentage of workers who drove all the way to work. By comparison, Lejweleputswa (25,5%), recorded the highest proportions of workers who hitchhiked all the way to work.

Most of the workers who travelled by taxi took between 31 to 60 minutes to reach their place of work (44,1%). About 40,0% (40,4%) travelling by taxi needed 30 minutes or less to reach their destination, and 15,5% of workers needed more than an hour. Xhariep (65,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi followed by Thabo Mofutsanyane (58,5%).

5. Business trips

5.1 Introduction

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

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

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

District municipality	Workers aged 15 years and older	Business trips amongst workers 15 years and older		
		Number (000')	Per cent within district municipality/geographical area	Per cent within Free State
Fezile Dabi	170	26	15,1	**20,4**
Lejweleputswa	156	6	4,1	**21,2**
Mangaung	251	32	12,5	**31,1**
Thabo Mofutsanyane	167	11	6,3	**22,2**
Xhariep	46	10	22,2	**5,1**
Free State	**791**	**84**	**10,7**	**100,0**
Geographic location				
Urban	660	69	81,9	**83,6**
Rural	131	153	18,1	**16,4**

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

Table 5.1 presents the distribution of persons who took business trips during the calendar month preceding the survey by province. Of the 791 000 workers aged 15 years and older who were interviewed, only 84 000 indicated that they undertook business trips during the reference period. Slightly 31% (31,1%) of business travellers were from Mangaung and 22,2% were from Thabo Mofutsanyane. Xhariep (5,1%) contributed the least to the provincial business travel count.

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

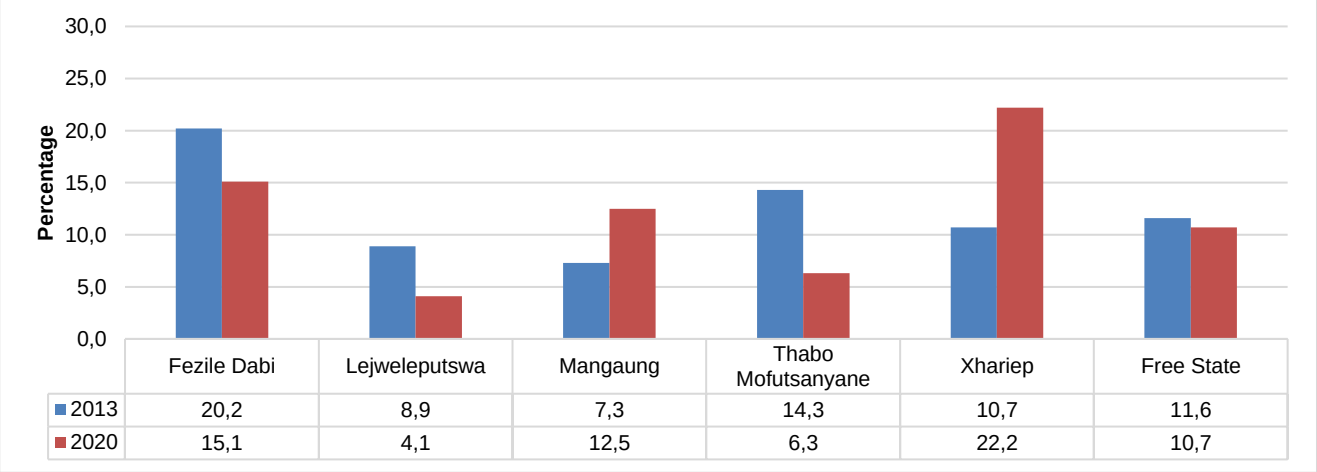


Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by province. In 2013, Fezile Dabi had the highest proportion of workers who

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

District municipality	Number of workers who undertook business trips (`000)	Number of business trips (per cent within district)					Total
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	
Fezile Dabi	26	85,3	4,3	2,3	2,5	5,7	**100,0**
Lejweleputswa	6	64,2	8,2	*	17,6	10,1	**100,0**
Mangaung	31	83,8	11,1	2,0	1,9	1,2	**100,0**
Thabo Mofutsanyane	11	84,1	2,2	1,7	5,4	6,8	**100,0**
Xhariep	10	92,6	6,0	0,8	0,6	*	**100,0**
Free State	**84**	**83,9**	**7,1**	**1,8**	**3,5**	**3,8**	**100,0**

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

Table 5.2 shows that, of the workers who indicated that they undertook business trips, 83,9% undertook one to five trips during the reference period. Business travellers who undertook six to ten trips were at 7,1% while 3,5% undertook between 16 and 20 trips.

The highest proportion of business travellers who undertook one to five trips were in Xhariep (92,6%). Among those who undertook more than twenty business trips, most were from Lejweleputswa (10,1%) and Thabo Mofutsanyane (6,8%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Train	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	1,1	**0,1**
	Bus	Number	*	*	*	*	*	*****
		Per cent	5,7	*	3,9	3,8	0,6	**3,7**
	Taxi	Number	*	*	*	*	*	**7**
		Per cent	8,9	24,6	3,7	14,6	7,4	**8,7**
Public transport	Car/truck driver	Number	18	4	24	7	8	**62**
		Per cent	71,3	57,1	76,9	70,4	78,0	**73,0**
	Car/truck passenger	Number	4	*	*	*	*	**9**
		Per cent	14,1	18,3	6,4	11,2	10,9	**10,8**
Aircraft		Number	*	*	*	*	*	*****
		Per cent	*	*	9,2	*	*	**3,4**
Other		Number	*	*	*	*	*	
		Per cent	*	*	*	*	*	**0,2**
Total		**Number**	**26**	**6**	**31**	**11**	**10**	**84**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

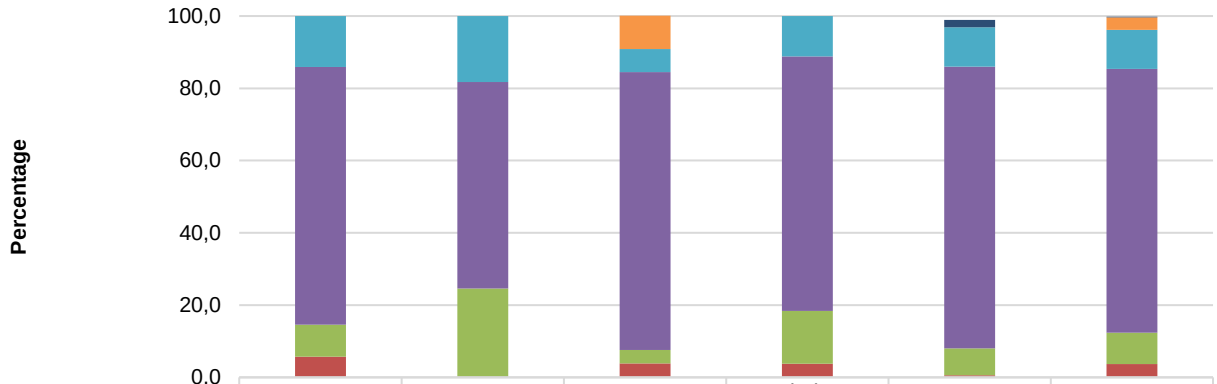
Totals exclude unspecified cases.
Percentages calculated within district municipalities.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 5.3 presents the main mode of travel used for business trips by province. Provincially, most (73,0%) business trips were made using private cars or truck as drivers. The second most used mode of travel for business trips were cars or truck as passengers at 10,8%.

Xhariep (78,0%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel followed by Mangaung (76,9%). Concerning the business trips made by cars or truck as passengers, business travellers in Lejweleputswa (18,3%) were more likely to use this mode than in any other district municipality followed by Fezile Dabi (14,1%).

Travelling by taxi also showed significant percentages of business travellers who used this mode, and out of the 8,7% reported provincially, Lejweleputswa (24,6%) had the highest percentage, followed by Thabo Mofutsanyane (14,6%).

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



	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	Free State
Other	0,0	0,0	0,0	0,0	2,0	0,2
Aircraft	0,0	0,0	9,2	0,0	0,0	3,4
Car/truck passenger	14,1	18,3	6,4	11,2	10,9	10,8
Car/truck driver	71,3	57,1	76,9	70,4	78,0	73,0
Taxi	8,9	24,6	3,7	14,6	7,4	8,7
Bus	5,7	0,0	3,9	3,8	0,6	3,7

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by district municipality. Most business travellers (73,0%) travelled by car/truck as a driver. The second most commonly used mode of transport was car/truck as a passenger (10,8%). Taxis were most likely to be used in Lejweleputswa (24,6%), followed by Thabo Mofutsanyane (14,6%). Of the trips made using a car/truck as a passenger, Lejweleputswa had the highest proportion (18,3%), followed by Fezile Dabi (14,1%) and Thabo Mofutsanyane (11,2%).

5.2 Summary

Of the 791 000 workers aged 15 years and older who were interviewed, only 84 000 indicated that they undertook business trips during the reference period. Slightly 31% (31,1%) of business travellers were from Mangaung and 22,2% were from Thabo Mofutsanyane. Xhariep (5,1%) contributed the least to the provincial business travel count.

Xhariep (78,0%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel followed by Mangaung (76,9%). Concerning the business trips made by cars or truck as passengers, business travellers in Lejweleputswa (18,3%) were more likely to use this mode than in any other district municipality followed by Fezile Dabi (14,1%).

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

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

District municipality	Number of persons aged 15 years and older (`000)	Trips taken away from usual home/place of residence	
		Number	Per cent in Free State
Fezile Dabi	383	175	**28,0**
Lejweleputswa	437	93	**14,9**
Mangaung	625	166	**26,5**
Thabo Mofutsanyane	511	147	**23,5**
Xhariep	105	44	**7,1**
Free State	**2 060**	**625**	**100,0**

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

Table 6.1 summarises the day trips taken away from the usual place of residence in the 12 months prior to the interview. A total of 2,1 million persons aged 15 years and older were asked whether 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. About 625 000 individuals indicated that they had undertaken day trips. Fezile Dabi had the highest proportion of persons who had undertaken day trips at 28,0%, followed by Mangaung (26,5%). Xhariep (7,1%) had the lowest proportion of persons who undertook a day trip in the 12 months prior to the interview.

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

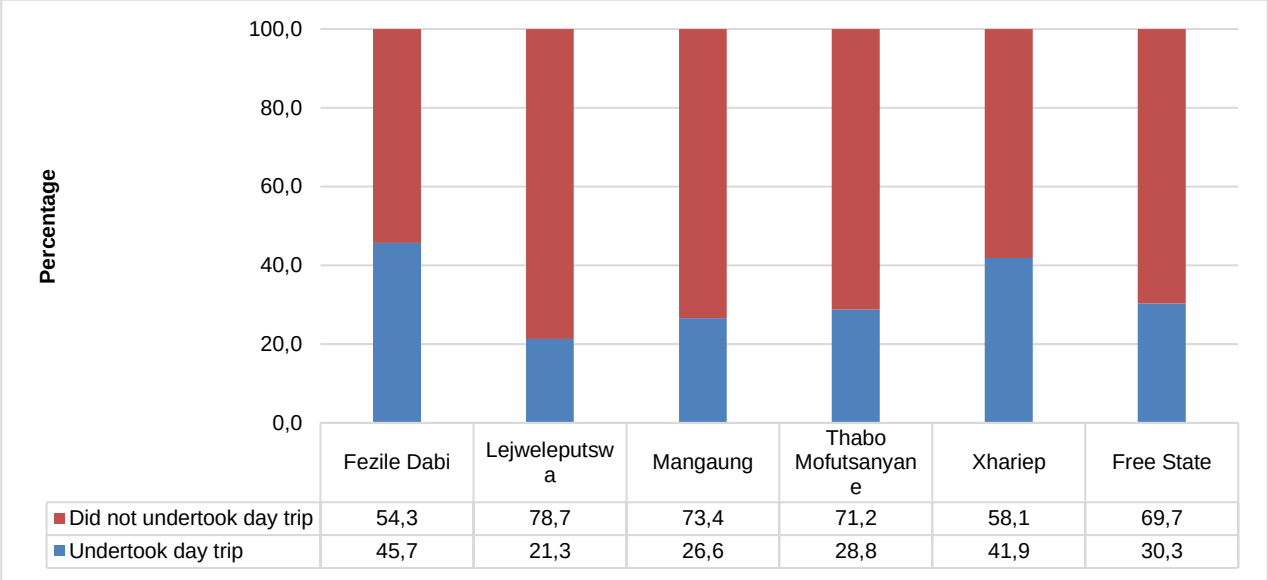


Figure 6.1 shows that persons aged 15 years and older who reside in Fezile Dabi (45,7%) were most likely to take day trips, followed by Xhariep (41,9%). These proportions were higher than the provincial proportion of persons with the age 15 years and older who undertook a day trip 12 months prior to the interview of 30,3%.

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

Main purpose of trip	District municipality (per cent within district municipality)					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Visit friends/family/ancestral home	35,3	36,9	50,1	29,9	29,7	**37,8**
Leisure/holiday	11,2	13,1	12,3	16,8	8,3	**12,9**
Shopping	19,8	9,7	4,6	17,4	26,1	**14,2**
Sporting	0,9	2,5	0,7	2,1	1,8	**1,4**
Funeral	8,1	12,5	16,1	10,2	9,8	**11,5**
Medical	1,7	4,3	*	2,2	3,5	**1,9**
Government services (e.g. home affairs, etc.)	3,8	0,4	1,1	*	0,5	**1,7**
Looking for work	4	5,3	3,1	5,4	3,8	**4,3**
Wellness (e.g. spa, health farm, etc.)	0,2	*	*	*	0,2	**0,1**
Religious/cultural/traditional	1,9	2,6	7,7	6,9	6,2	**5**
Wedding	2,8	0,2	2,3	0,2	0,8	**1,5**
Other	10,2	12,5	2,0	7,9	9,3	**7,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.2 shows that provincially, the most common reasons for taking a day trip were visiting friends/family/ancestral home (37,8%). Shopping was the second most reason cited for taking a day trip at 14,2%, followed by leisure/holiday at 12,9%. Slightly more than eleven per cent of day trips made were for funeral events (11,5%), and 4,3% of day trips were made for looking for work purposes.

When considering district municipality distributions, shopping for personal or business purposes was the most popular purpose in Xhariep (26,1%) for persons who undertook day trips, followed by Fezile Dabi (19,8%) and Thabo Mofutsanyane (17,4%). Thabo Mofutsanyane (18,8%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Mangaung (16,1%) and Lejweleputswa (12,5%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Train	Number	1	*	1	*	*	**2**
		Per cent	0,3	*	0,6	*	0,5	**0,3**
	Bus	Number	5	4	35	7	2	**53**
		Per cent	2,8	4,4	21,4	4,7	3,6	**8,4**
	Taxi	Number	58	32	52	83	14	**239**
		Per cent	32,8	34,5	31,4	56,9	32,1	**38,3**
Private transport	Car/truck driver	Number	50	26	28	29	11	**144**
		Per cent	28,4	28,4	16,6	20,0	25,6	**23,1**
	Car/truck passenger	Number	47	24	46	20	13	**150**
		Per cent	26,8	26,3	28	13,6	28,2	**24,0**
Other		Number	15	5	3	7	3	**32**
		Per cent	8,6	5,7	1,6	4,5	5,9	**5,2**
Walking		Number	1	1	1	1	2	**4**
		Per cent	0,3	0,7	0,4	0,4	4,1	**0,7**
Total		**Number**	**175**	**93**	**166**	**147**	**44**	**625**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows persons who undertook day trips by mode of travel. It shows that persons who undertook day trips mostly used taxis (38,3%) as their mode of travel. Usage of a car/bakkie/truck as a passenger (24,0%) was the second most used mode of travel, followed by travelling by car/bakkie/truck as a driver (23,1%).

Nearly fifty-seven per cent of day trip travellers in Thabo Mofutsanyane (56,9%) used taxis as their main mode of travel, followed by Lejweleputswa (34,5%) and Fezile Dabi (32,8%). Travelling by car/bakkie/truck as a driver was commonly used by travellers in Fezile Dabi and Lejweleputswa, both at 28,4%, followed by Xhariep at 25,6%. Furthermore, Xhariep had the highest proportion of persons who walked all the way during their day trips (4,1%), this was higher than the provincial proportion of 0,7%.

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older (`000)	Undertook overnight trips	
		Number	Per cent in Free State
Fezile Dabi	383	137	**27,0**
Lejweleputswa	437	104	**20,5**
Mangaung	625	129	**25,4**
Thabo Mofutsanyane	511	118	**23,2**
Xhariep	105	20	**4,0**
Free State	**2 060**	**509**	**100,0**

Percentages calculated across district municipalities, within Free State.

Table 6.4 summarises overnight trips taken away from the usual residence in the 12 months prior to the interview. Out of the 2,1 million persons aged 15 years and older, slightly more than half a million indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months. Fezile Dabi (27,0%) had the highest proportion of persons who undertook overnight trips, and Mangaung followed at 25,4%. Xhariep (4,0%) had the smallest proportion of persons who undertook overnight trips

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

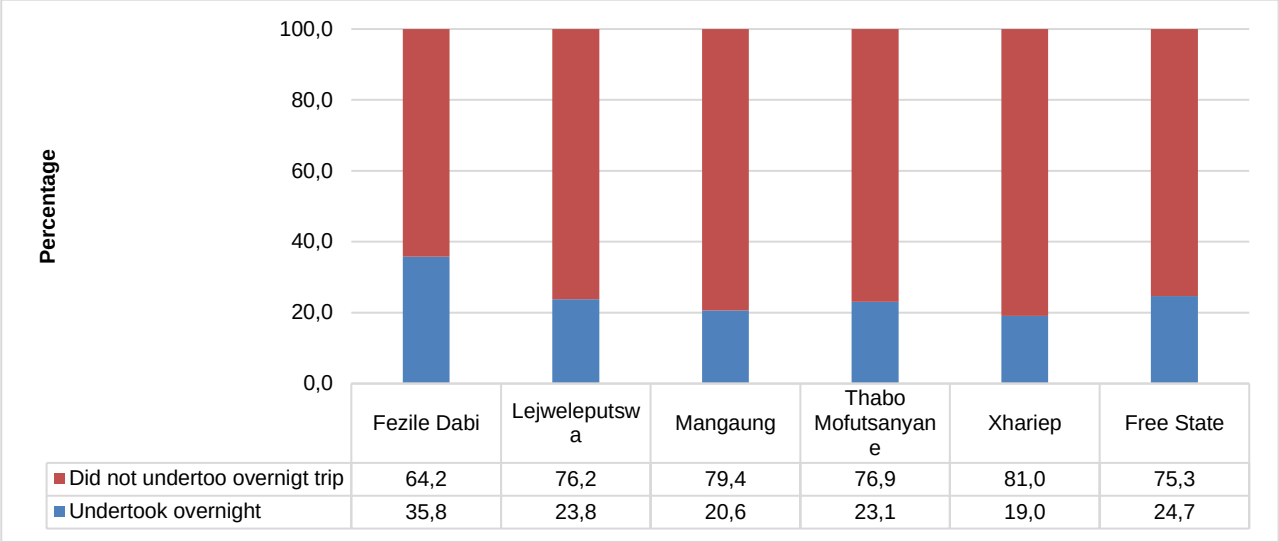


Figure 6.2 shows the percentage of individuals who took overnight trips. Provincially, approximately one out of four persons undertook overnight trips, with those living in Fezile Dabi (35,8%) reporting the highest proportion, followed by Lejweleputswa at 23,8%.

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

Main purpose of trip	District municipality(per cent within district)					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Visit friends/family/ancestral home	54,4	49,1	54,0	42,6	58,2	**50,6**
Leisure/holiday	18,3	11,1	20,0	21,1	13,2	**17,7**
Shopping	0,1	1,6	0,2	3,1	0,2	**1,1**
Sporting	1,2	0,2	0,4	0,5	0,9	**0,6**
Funeral	11,7	14,0	8,4	10,8	12,0	**11,2**
Medical	3,2	0,5	0,8	1,0	2,6	**1,5**
Government services (e.g. home affairs, etc.)	2,5	0,5	1,0	1,3	0,3	**1,4**
Looking for work	1,0	2,9	2,3	4,9	3,1	**2,7**
Wellness (e.g. spa, health farm, etc.)	0,2	*	*	*	*	**0,1**
Religious/cultural/traditional	4,4	4,0	7,7	7,8	2,3	**5,9**
Wedding	*	3,6	2,9	1,0	0,8	**1,7**
Other	2,9	12,3	2,4	5,8	6,3	**5,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Visiting friends/family/ancestral home (50,6%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 17,7% of those who said that they were travelling for leisure/holiday. Approximately 11% (11,2%) of persons who undertook overnight trips travelled for funeral purposes.

Travelling to visit friends/family/ancestral home was most common in Xhariep (58,2%) while travelling to attend funerals was also most common in Xhariep (12,0%). Religious trips were important in Thabo Mofutsanyane (7,8%). Travelling for wellness was the purpose least indicated for undertaking overnight trips across all district municipalities.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Free State
			Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Public transport	Train	Number	1	*	*	*		**1**
		Per cent	0,4	*	0,2	*	0,9	**0,2**
	Bus	Number	6	4	21	8	1	**41**
		Per cent	4,3	4,3	16,5	6,5	6,7	**8,0**
	Taxi	Number	47	37	46	64	7	**200**
		Per cent	33,9	35,4	35,8	53,7	35,1	**39,3**
Private transport	Car/truck driver	Number	34	27	28	23	3	**115**
		Per cent	24,5	26,2	21,8	19,0	16,2	**22,6**
	Car/truck passenger	Number	33	26	27	19	6	**112**
		Per cent	24,0	25,2	21,2	16,3	31,9	**22,1**
Aircraft		Number	3	*	2	*	*	**6**
		Per cent	2,4	0,2	1,4	0,3	*	**1,1**
Other		Number	14	9	4	5	2	**34**
		Per cent	10,3	8,8	3,1	4,1	9,3	**6,7**
Total		**Number**	**137**	**104**	**129**	**118**	**20**	**509**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

About 39% (39,3%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck driver at 22,6%, while 22,1% preferred a car/bakkie/truck as a passenger as their main mode of overnight travel. Only 8,0% of travellers made use of buses.

Thabo Mofutsanyane had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Xhariep (31,9%), followed by Lejweleputswa (25,2%).

Being a driver in a car/bakkie/truck was most common in Lejweleputswa (26,2%) followed by Fezile Dabi at 24,5%.

6.4 Summary

A total of 2,1 million persons aged 15 years and older were asked whether 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. About 625 000 individuals indicated that they had undertaken day trips. Fezile Dabi had the highest proportion of persons who had undertaken day trips at 28,0%, followed by Mangaung (26,5%). Xhariep (7,1%) had the lowest proportion of persons who undertook a day trip in the 12 months prior to the interview.

Nearly fifty-seven per cent of day trip travellers in Thabo Mofutsanyane (56,9%) used taxis as their main mode of travel, followed by Lejweleputswa (34,5%) and Fezile Dabi (32,8%). Travelling by car/bakkie/truck as a driver was commonly used by travellers in Fezile Dabi and Lejweleputswa, both at 28,4%, followed by Xhariep at 25,6%. Furthermore, Xhariep had the highest proportion of persons who walked all the way during their day trips (4,1%), this was higher than the provincial proportion of 0,7%.

Out of the 2,1 million persons aged 15 years and older, slightly more than half a million indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months. Fezile Dabi (27,0%) had the highest proportion of persons who undertook overnight trips, and Mangaung followed at 25,4%. Xhariep (4,0%) had the smallest proportion of persons who undertook overnight trips.

Thabo Mofutsanyane had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Xhariep

(31,9%), followed by Lejweleputswa (25,2%).Being a driver in a car/bakkie/truck was most common in Lejweleputswa (26,2%) followed by Fezile Dabi at 24,5%.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

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

	District municipality (per cent within district municipality)					
Dwelling type	**Fezile Dabi**	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	**Free State**
2013						
Formal dwellings	89,9	80,7	84,9	75,7	90,2	82,8
Informal dwellings	9,2	17,9	13,6	16,1	9,1	14,2
Traditional dwellings	0,9	0,4	0,7	8,0	0,3	2,4
Other	*	1,0	0,8	0,2	0,3	0,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020						
Formal dwellings	95,5	92,1	91,4	81,8	91,7	**90,0**
Informal dwellings	4,5	7,8	4,9	12,3	6,7	**7,3**
Traditional dwellings	*	0,1	3,7	5,9	1,3	**2,7**
Other	*	*	*	*	0,2	**0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

District comparisons have to be done with care due to boundary changes between 2013 and 2020.
*Unweighted numbers of 3 and below are too small to provide reliable estimates

The dwelling types of households are provided in Table 7.1. In 2020, provincially, 90,0% of households lived in formal dwellings, 7,3% in informal dwellings and 2,7% in traditional dwellings. Households residing in informal dwellings were situated mostly in Fezile Dabi (95,5%), followed by Lejweleputswa (92,1%), while traditional dwellings were mostly likely situated in Thabo Mofutsanyane (5,9%).

Figure 7.1: Dwelling type of household, 2013 and 2020

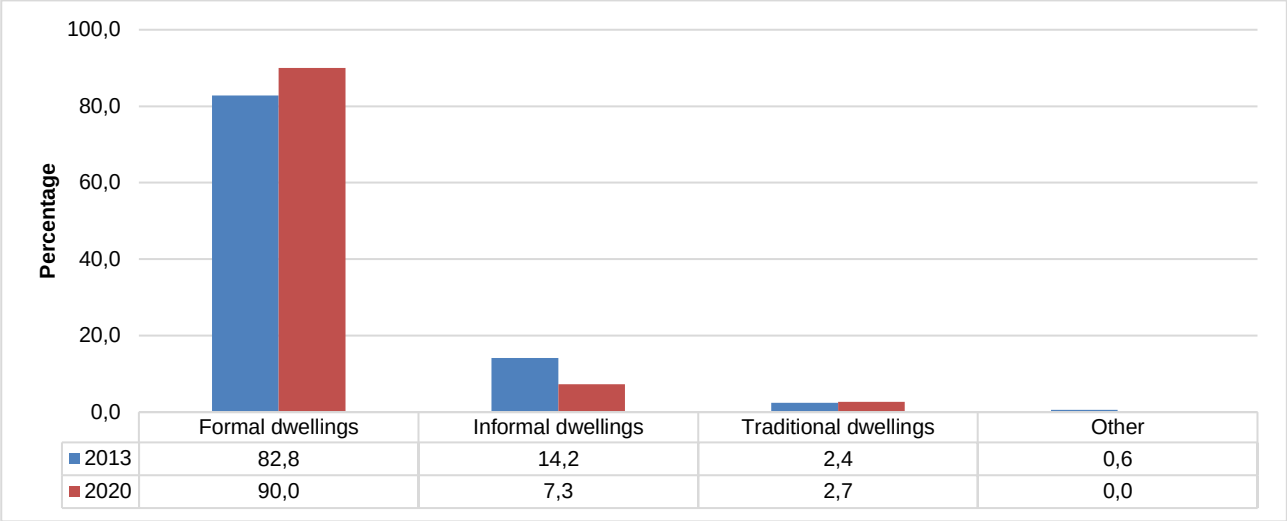


Figure 7.1 shows that in 2013, about 82,8% of households lived in formal dwellings, which increased to 90,0% in 2020. The percentage of households living in informal dwellings decreased from 14,2% in 2013 to 7,3% in 2020. Furthermore, the percentage of households that lived in traditional dwellings dropped from 2,4% to 2,7%.

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

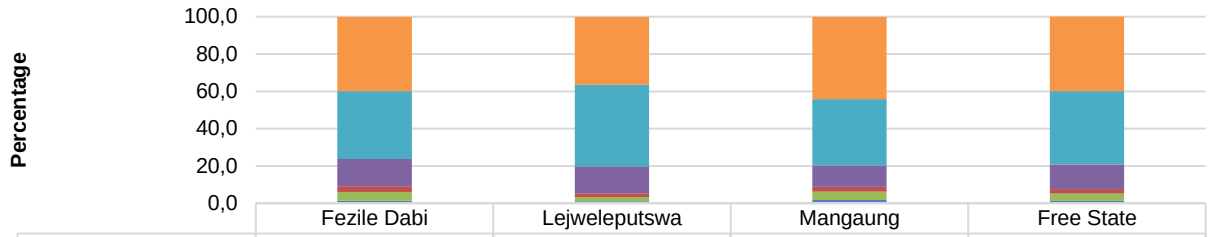
	District municipality (per cent within income source category)					
Source of household income	**Fezile Dabi**	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	**Free State**
Salaries	18,6	19,3	35,6	20,9	5,6	**100,0**
Income from business	22,8	11,7	37,3	22,5	5,7	**100,0**
Pensions	23,4	18,2	33,6	20,2	4,7	**100,0**
Grants	17,4	23,5	29,3	24,2	5,7	**100,0**
Remittances	20,6	23,3	28,0	23,5	4,6	**100,0**
Other income	21,9	19,3	48,3	2,7	7,8	**100,0**
	District municipality (per cent within district municipality)					
Source of household income	**Fezile Dabi**	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	**Free State**
Salaries	39,8	36,4	44,1	37,3	40,4	**40,0**
Income from business	4,7	2,1	4,5	3,9	4,1	**3,9**
Pensions	3,1	2,1	2,6	2,2	2,1	**2,5**
Grants	36,5	43,7	35,7	42,5	40,9	**39,3**
Remittances	14,5	14,5	11,4	13,9	10,9	**13,2**
Other income	1,4	1,1	1,7	0,1	1,6	**1,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.2 illustrates the main source of household income by district municipality. Most Free State households received income from salaries and wages (40,0%), while 39,3% benefited from social grants. Concerning salaries and wages, there were significant variations across the district municipalities. Households in Mangaung (44,1%) and Fezile Dabi (39,8%) were most likely to benefit from salaries/wages, while concerning social grants there was no sizable difference in the proportion of households who received social grants; Lejweleputswa (43,7%), Thabo Mofutsanyane (42,5%) and Xhariep (40,9%). Slightly more than 12 per cent of Free State households received income from remittances (13,2%) and 3,9% received income from business. A large dependence on income from remittances was found in Fezile Dabi and Lejweleputswa, both at 14,5%.

The majority of households who received income from salaries and wages (35,6%), social grants (29,3%) and from pensions (33,6%) lived in Mangaung.

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



	Fezile Dabi	Lejweleputswa	Mangaung	Free State
Salaries	39,8	36,4	44,1	40,0
Grants	36,5	43,7	35,7	39,3
Remittances	14,5	14,5	11,4	13,2
Pensions	3,1	2,1	2,6	2,5
Income from business	4,7	2,1	4,5	3,9
Other income	1,4	1,1	1,7	1,2

Figure 7.2 shows the household's main source of income by district municipality. A large percentage of households received their main source of income from salaries (40,0%), followed by grants (39,3%) and remittances (13,2%).

The majority of households in Mangaung (44,1%), followed by Fezile Dabi (39,8%) were dependent on salaries as their main source of income. Lejweleputswa (43,7%) had a significant percentage of households who indicated that their main source of income were grants, followed by Fezile Dabi (36,5%) and Mangaung (35,7%). Slightly less than four per cent of Free State households received their main income from business (3,9%).

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

District municipality	Number of households who completed question	Monthly household expenditure on public transport (per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Fezile Dabi	165	43,8	18,9	12,2	6,1	12	4,8	2,2	**100,0**
Lejweleputswa	166	44,2	26,4	13,1	5,2	7,1	2,9	1,1	**100,0**
Mangaung	262	25,3	27,5	15,2	5,8	7,2	11,3	7,5	**100,0**
Thabo Mofutsanyane	214	51,3	18,5	14,5	4,5	5,6	4,5	1,1	**100,0**
Xhariep	49	85,6	3,1	3,9	1,7	3,0	1,7	1,0	**100,0**
Free State	**857**	**42,5**	**22,0**	**13,4**	**5,2**	**7,5**	**6,2**	**3,3**	**100,0**
Geographic location									
Urban	731	42,6	22,4	12,7	5,3	7,5	6,1	3,3	**100,0**
Rural	126	41,7	19,3	17,4	4,6	7,1	6,9	2,9	**100,0**

Totals exclude unspecified cases.
Percentages were calculated within district municipalIties.

Table 7.3 shows monthly household expenditure on public transport by district municipality. Provincially, about seventy percent of households in Free State had a monthly expenditure on public transport of R500 or less (69,9%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (64,5%) compared to urban areas (50,1%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. More than one-third of urban households spent nothing on public transport on a monthly basis. In rural areas, only 41,7% spent nothing on public transport.

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

District municipality	Number of households who completed question('000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Fezile Dabi	35	8,3	10,8	5,4	44,9	17,3	13,4	**100,0**
Lejweleputswa	51	10,1	18,4	11,2	35,7	13,1	11,5	**100,0**
Mangaung	115	9,3	10,0	3,2	19,2	37,5	20,7	**100,0**
Thabo Mofutsanyane	56	9,2	15,6	14,4	32,4	17,9	10,6	**100,0**
Xhariep	3	20,1	16,4	26,1	8,7	13,0	15,7	**100,0**
Free State	**261**	**9,5**	**13,0**	**7,8**	**28,6**	**25,5**	**15,7**	**100,0**
Geographic location								
Urban	228	8,9	11,7	7,4	29,2	26,7	16,1	**100,0**
Rural	33	13,2	22,1	10,8	24,1	17,1	12,6	**100,0**

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

Of the 261 000 households that provided their monthly expenditure on public transport and who used public transport to travel to work, 69,8% spent R300 and more, while the remaining 30,3% spent less than R300.

Table 7.4 shows that Mangaung (20,7%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other district municipalities. By comparison, rural areas had the higher proportion of households who spent R500 or more monthly on public transport to travel to work (45,3%) when compared to urban areas (44,4%).

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

District municipality	Number of household who completed question(`000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1 – R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Fezile Dabi	31	10,0	13,2	26,0	22,1	22,7	6,0	**100,0**
Lejweleputswa	36	11,7	9,4	12,9	37,5	22,9	5,7	**100,0**
Mangaung	63	14,1	8,8	4,1	22,9	30,0	20,0	**100,0**
Thabo Mofutsanyane	45	5,4	19,3	14,2	28,1	29,4	3,6	**100,0**
Xhariep	2	25,2	23,6	14,6	6,1	16,8	13,6	**100,0**
Free State	**177**	**10,8**	**12,6**	**12,4**	**26,8**	**27,0**	**10,4**	**100,0**
Geographic location								
Urban	150	11,2	9,7	13,3	26,4	27,7	11,8	**100,0**
Rural	27	8,7	28,8	7,9	29,2	23,1	2,4	**100,0**

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

According to Table 7.5 about 177 000 households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R501 and R1 000 (27,0%), while 26,8% spent between R301 and R500 and 12,6% spent between R101 and R200.

More than ten percent (10,4%) of households spent more than R1 000 on public transport to travel to an educational institution. Most of these households were found in Mangaung (20,0%) followed by Xhariep (13,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (74,6%), compared to urban areas (60,6%).

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

	Number of bicycles (per cent across district municipalities, within Free State)				
	0 bicycles		1-3 bicycles		
District municipality	Number ('000)	% within Free State	Number (`000)	% within Free State	Number(`000)
Fezile Dabi	153	**17,7**	13	**24,8**	167
Lejweleputswa	176	**20,4**	13	**25,1**	189
Mangaung	269	**31,1**	16	**29,2**	284
Thabo Mofutsanyane	217	**25,2**	9	**16,3**	226
Xhariep	49	**5,6**	2	**4,6**	51
Free State	**863**	**100**	**54**	**100**	**918**

Percentages calculated within municipalities

According to Table 7.6, about 55 000 households provincially reported owning between one to three bicycle in working order and used this for transport purposes. Mangaung had the highest proportion of households bicycles at 29,2% followed by Lejweleputswa (25,1%) and Fezile Dabi (24,8%)

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

	Type of vehicles(per cent across district municipality, within Free State)						
District municipality	Motorcycle	Company car/bakkie/ station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Fezile Dabi	31,4	41,2	20,2	51,2	3,1	16,0	54,6
Lejweleputswa	4,9	4,1	19,7	8,5	4,7	37,0	*
Mangaung	31,8	31,7	39,0	13,7	45,3	*	*
Thabo Mofutsanyane	28,0	14,3	16,8	22,4	40,0	10,9	42,1
Xhariep	3,9	8,7	4,3	4,2	6,9	36,2	3,3
Free State	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned(per cent within district municipality)						
District municipality	Motorcycle	Company car/bakkie /station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Fezile Dabi	7,0	16	60,1	10,6	0,2	0,4	5,7
Lejweleputswa	1,7	2,5	91,1	2,7	0,4	1,6	*
Mangaung	5,0	8,7	82,4	2,0	1,9	*	*
Thabo Mofutsanyane	8,5	7,5	68,1	6,3	3,2	0,4	6
Xhariep	4,4	17,0	65,4	4,4	2,0	5,0	1,7
Free State	**5,6**	**9,7**	**74,7**	**5,2**	**1,5**	**0,7**	**2,6**

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

Table 7.7 provides the vehicle ownership status of households with percentages across Free State and within each district municipality. Generally, Mangaung had the highest level of ownership or access to all types of vehicle categories except Company car/bakkie/ station wagon/4x4 and Relative/friend car/bakkie/station wagon/4x4, Xhariep reported the least proportions in most vehicle ownership except for trucks. The results show that 20,0% to 40,0% of households that own or have access to vehicles of all types (except minibus/kombi and truck) lived in Fezile Dabi.

Compared to other district municipalities, households in the Lejweleputswa (91,1%) and Mangaung (82,4%) were the most likely to own a car/bakkie/station wagon.

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

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

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

	Travel time (per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	66,8	20,5	8,9	3,8	**100,0**
Other shops	37,5	35,2	19,3	8,0	**100,0**
Religious institution	47,3	25,4	8,4	19,0	**100,0**
Medical service	45,2	35,5	13,0	6,2	**100,0**
Post office	30,8	27,3	11,7	30,3	**100,0**
Welfare office	20,5	28,8	16,3	34,5	**100,0**
Police station	36,2	34,4	15,5	13,9	**100,0**
Municipal office	26,9	33,3	17,9	21,9	**100,0**
Home affairs	18,4	35,3	27,6	18,6	**100,0**
Library	24,6	18,3	8,4	48,7	**100,0**
Tribal authority	13,6	12,1	5,8	68,5	**100,0**
Financial services/banks	39,2	34,9	18,3	7,6	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (66,8%) travelled 15 minutes or less, followed by 20,5% who travelled between 16 and 30 minutes. More than 7 in 10 households lived within 30 minutes' travel time from other shops, religious institutions and medical service facilities.

Services for which significant percentages of households have to travel more than an hour include a tribal authority (68,5%), library (48,7%) and welfare offices (34,5%).

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

Mode of travel	Service/facility(per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	68,0	15,2	55,8	49,0	24,0	18,3	35,8	29,0	13,3	29,0	8,8	21,8
Train	*	0,0	*	0,1	0,0	*	0,0	*	*	*	*	*
Bus	0,3	0,6	0,5	0,5	0,5	0,5	0,5	0,5	0,6	0,4	0,4	0,5
Taxi	12,7	52,4	10,5	20,7	27	35,7	28,6	34,0	45,7	16,8	5,1	48,4
Car/bakkie/minibus	2,4	4,2	3,2	4,1	2,3	3,1	3,2	2,4	3,9	1,1	0,3	3,9
Car/bakkie passenger	11,7	21,5	16,3	20,1	16,0	11,6	17,0	16,6	17,2	8,2	1,6	20,3
Other modes	*	1,2	0,8	0,7	0,4	0,7	0,8	0,4	1,0	0,2	0,9	1,2
Do not need to get there	4,2	4,6	11,5	4,5	28,6	28,9	13,6	16,6	16,8	42,4	75,5	3,4
Cannot get there	0,8	0,4	1,5	0,2	1,2	1,3	0,4	0,4	1,5	1,9	7,5	0,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.9 shows that a significant proportion of households can walk to most of the facilities and services. Two out of three Free State households walked to food and grocery shops (68,0%), while 55,8% walked to religious institutions, and 49,0% walked to a medical service facility. Taxis were the second most used mode of travel to access these facilities and services. More than half of households used a taxi when visiting other shops (52,4%), while 48,4% travelled by taxi to access Financial services/bank and 48,4% travelled by taxi to visit home affairs (45,7%). Taxis were also the main mode of travel to the police station (28,6%) and accessing municipal offices (34,0%).

The results further show that travelling by car/bakkie passenger was most likely to be used when visiting other shops (21,5%), financial services/banks (20,3%) and medical services (20,1%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

7.4 Attitudes and perceptions about transport

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

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

	District municipality(per cent within Free State)					
Transport-related problems	**Fezile Dabi**	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	**Free State**
No transport problems	8,9	28,4	21,1	7,8	9,3	**16,1**
Poor condition of roads	40,4	30,9	25,7	28,5	6,2	**29,2**
Rude drivers	6,1	2,2	9,7	2,3	0,3	**5,0**
Overload	2,4	0,5	0,7	0,3	0,1	**0,8**
Congestion	0,3	0	1,8	0,4	*	**0,7**
Crime	2,2	11,7	2,1	6	1,6	**5,1**
Toll fees	0,1	*	0,2	0	*	**0,1**
Parking	0,1	0,1	*	0,1	0,1	**0,1**
Other	4,6	1,7	3,3	0,6	7,3	**2,7**
Taxi						
Taxis too expensive	8,4	1,8	4,5	5	15,5	**5,4**
Reckless driving by taxi drivers	10,5	1,6	5,7	4,5	1,1	**5,2**
No taxis at specific times	3,4	1,9	2,9	17	1,7	**6,6**
Taxis too far	1,9	0,8	3,1	3	0,5	**2,2**
No taxis available	4,8	1,4	1,3	3,6	6,6	**2,9**
Bus						
No buses available	3,0	14,6	2,5	10,7	29,5	**8,6**
No buses at specific times	0,2	0,3	8,2	6,2	3,6	**4,3**
Buses too far	0,3	*	1	0,9	0,5	**0,6**
Buses too expensive	1,1	0,3	2,9	0,6	0,6	**1,3**
Reckless driving by bus drivers	0,2	0,8	1,6	0,5	0,3	**0,8**
Train						
No trains available	0,3	0,5	0,9	0,7	13,5	**1,3**
Trains are not available	0,4	0,3	0,2	0,2	0,5	**0,3**
Trains too far	0	0,1	*	*	0,7	**0,1**
No trains at specific times	0,2	0,1	0,7	1	0,7	**0,6**
Trains too expensive	*	0,1	*	0,1	*	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.10 presents the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two transport problems in their responses. About sixteen percent (16,1%) indicated that they do not have transport related problems. Poor condition of roads (29,2%) was the most important transport-related problems experienced by households in the Free State province.

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

Factors influencing households choice of mode of travel	District municipality (per cent within district municipality)					Free State
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Travel time	28,8	29,2	33,0	32,5	7,9	**29,9**
Travel cost	40,1	29,5	33,6	29,7	67,8	**34,9**
Safety from accidents	4,0	0,8	1,5	6,5	1,7	**3,1**
Security from crime	*	0,2	*	4,9	0,1	**1,2**
Flexibility (you can travel wherever you want, whenever you want)	5,6	20,0	14,2	5,4	1,5	**11,0**
Drivers attitude	*	0,2	0,3	0,5	0,2	**0,3**
Distance from home to transport/accessibility	0,7	1,6	2,7	4,3	3,4	**2,6**
Comfort	4,6	10,2	8,6	6,5	12,3	**7,9**
Timetable not available/information inaccurate	0,1	0,1	0,3	0,1	0,2	**0,2**
Reliability	10,8	7,8	5,1	9,4	0,7	**7,5**
Other	5,3	0,4	0,5	0,3	4,3	**1,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Provincially, as indicated in Table 7.11, about 35% (34,9%) of households identified travel cost as the biggest determinant of modal choice, while travel time was important to 29,9% of households. Comfortability was mentioned by 7,9% and reliability by 7,5% of households.

Four out of five district municipalities mentioned travel cost as their biggest factor influencing their choice of travel mode more than travel time. The pattern was different in Thabo Mofutsanyane where travel time (32,5%) was more important than travel costs (29,7%).

Across all district municipalities more households found that comfort was a more important factor than distance from home to transport. Equal percentages of Thabo Mofutsanyane households mentioned safety from accidents and comfortability as important factors, both at 6,5%. Flexibility was considered important in Lejweleputswa (20,0%).

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

District municipality	Factors prioritised	% of households
Fezile Dabi	Travel cost	40,1
	Travel time	28,8
	Reliability	10,8
Lejweleputswa	Travel cost	29,5
	Travel time	29,2
	Flexibility	20,0
Mangaung	Travel cost	33,6
	Travel time	33,0
	Flexibility	14,2
Thabo Mofutsanyane	Travel time	32,5
	Travel cost	29,7
	Reliability	9,4
Xhariep	Travel cost	67,8
	Comfort	12,3
	Travel time	7,9
Free State	**Travel cost**	**34,9**
	Travel time	**29,9**
	Flexibility	**11,0**
Urban	Travel cost	34,8
	Travel time	30,5
	Flexibility	11,9
Rural	Travel cost	35,2
	Travel time	26,8
	Reliability	12,5

The totals used to calculate percentages excluded unspecified cases.

Table 7.12 summarises the factors influencing modal choice as prioritised per district municipality and geographic location. Travel cost was the highest provincial priority (34,9%), followed by travel time (29,9%) and flexibility (11,0%). Even though reliability was considered amongst the top three provincial important factors, in Fezile Dabi (10,8%) and Thabo Mofutsanyane 9,4%.

In urban areas, travel cost, travel time and flexibility were cited as main factors influencing modal choice, while in rural areas, the top three factors were travel cost, travel time and reliability.

Figure 7.3: Most important factors influencing household's choice of mode of travel, 2013 and 2020

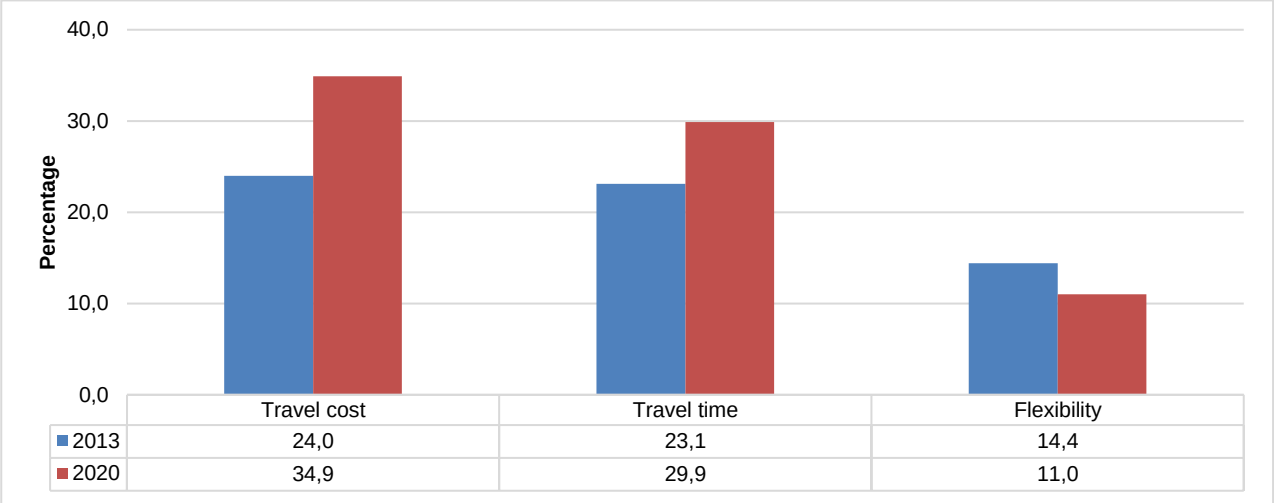


Figure 7.3 shows that travel cost, flexibility and travel time remain the top three factors influencing the household's travel mode of choice. In 2013, 24,0% of households identified travel cost as the biggest determinant of modal choice, followed by travel time (23,1%) and flexibility (14,4%). In 2020, similar patterns to 2013 were observed in the top three factors influencing the travel mode of choice.

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

	District municipality(per cent within district municipality)					
Main mode	**Fezile Dabi**	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	**Free State**
Train	0,2	*	*	0,4	0,6	**0,2**
Bus	0,7	1,7	17,5	4,8	2,7	**7,2**
Taxi	50,7	68,9	52,2	67,9	26,6	**57,8**
Car/truck driver	27,7	16,9	22,2	13,3	18,7	**19,7**
Car/truck passenger	8,4	7,4	3,6	5,4	16,7	**6,4**
Walking	11,9	4,6	4,2	7,9	33,7	**8,2**
Other	0,3	0,5	0,3	0,2	1,0	**0,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Provincially, the three main modes of travel used by households were taxis (57,8%), bus (7,2%),car/truck vehicle as the driver (19,7%) and walking (8,2%). Nearly 69 per cent of households in Lejweleputswa (68,9%) tended to record higher percentages of households who indicated they used taxis as their main transport mode, followed by Thabo Mofutsanyane (67,9%). Travelling as a driver of a car/truck was predominant in Fezile Dabi (27,7%) while travelling as a passenger of a car/truck was predominant in Xhariep (16,7%).

Figure 7.4: Main mode of travel usual used by households by district municipality, 2013 and 2020

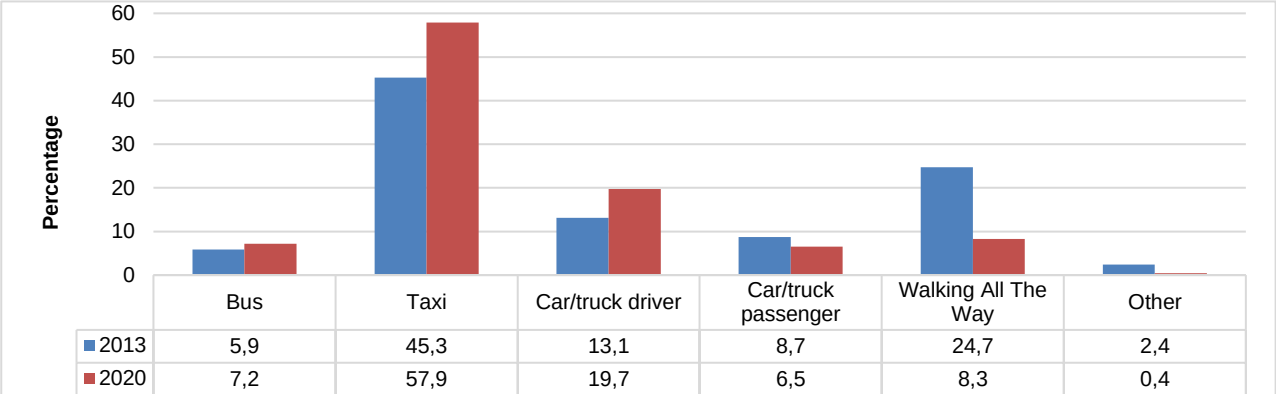


Figure 7.4 compares the main modes of travel usually used by households between 2013 and 2020. More households selected a taxi as their usual mode of travel in 2020 (57,9%) than in 2013 (45,3%), followed by 19,7% of households who usually used a car/truck as the driver as opposed to 13,1% in 2013. There was a significant decrease amongst those who walked all the way (from 24,7% in 2013 to 8,3% in 2020). There was an increase in households selected travelling by bus as their usual mode of travel from 5,9% in 2013 to 7,2% in 2020.

7.5 Household use of public transport at a glance

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

District municipality	Statistics (numbers in thousands)	Mode of travel(per cent within district municipality)		
		Taxis	Buses	Trains
Fezile Dabi	Number	86	3	1
	Per cent	95,0	3,8	1,2
Lejweleputswa	Number	117	4	
	Per cent	96,0	3,6	0,3
Mangaung	Number	181	56	*
	Per cent	76,2	23,8	*
Thabo Mofutsanyane	Number	102	7	*
	Per cent	93,5	6,5	*
Xhariep	Number	7	1	*
	Per cent	86,8	11,7	1,5
Free State	**Number**	**492**	**72**	**2**
	Per cent	**87,0**	**12,8**	**0,3**
Urban	Number	439	55	2
	Per cent	88,5	11,2	0,3
Rural	Number	54	17	*
	Per cent	76,0	24,0	*

The totals used to calculate percentages excluded unspecified cases.

Table 7.14 presents the use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. In 2020, more than eight out of 10 households in Free State used taxis (87,0%) while 12,8% of households used buses. Households in Lejweleputswa (96,0%) had the highest percentage of taxi usage as their mode of travel. Slightly more than 39 per cent of households in Mangaung (23,8%) indicated that they used buses as their mode of travel.

In urban and rural areas, the same pattern emerges: taxis were the most common mode of transport. Rural areas were more likely to use buses (24,0%) than in urban areas (11,2%).

7.6 Use of minibus taxis

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

District municipality	Time category (per cent within district municipality)				Total
	1–15 min	16–30 min	31–60 min	>60 min	
Fezile Dabi	91,9	7,7	0,4	*	**100,0**
Lejweleputswa	73,8	20,2	6,0	*	**100,0**
Mangaung	96,5	2,5	0,9	0,1	**100,0**
Thabo Mofutsanyane	78,5	15,8	5,5	0,2	**100,0**
Xhariep	53,4	36,2	10,0	0,3	**100,0**
Free State	**86,5**	**10,5**	**3,0**	**0,1**	**100,0**
Geographic location					
Urban	86,9	10,3	2,9	0,0	**100,0**
Rural	83,8	11,6	3,9	0,7	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. Provincially, most households walked for fifteen minutes or less to their nearest taxi rank/route (86,5%). A further 10,5% of households walked 16–30 minutes and 3,0% walked between 31 and 60 minutes. Less than one per cent of the households walked more than an hour.

Of the households who walked up to fifteen minutes to the taxi rank/route, Mangaung had the highest proportion with 96,5%, followed by Fezile Dabi (91,9%). Xhariep had the highest proportion of households that walked between 16 and 30 minutes, with 36,2%. Thabo Mofutsanyane recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route with 5,5%.

Figure 7.5: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020

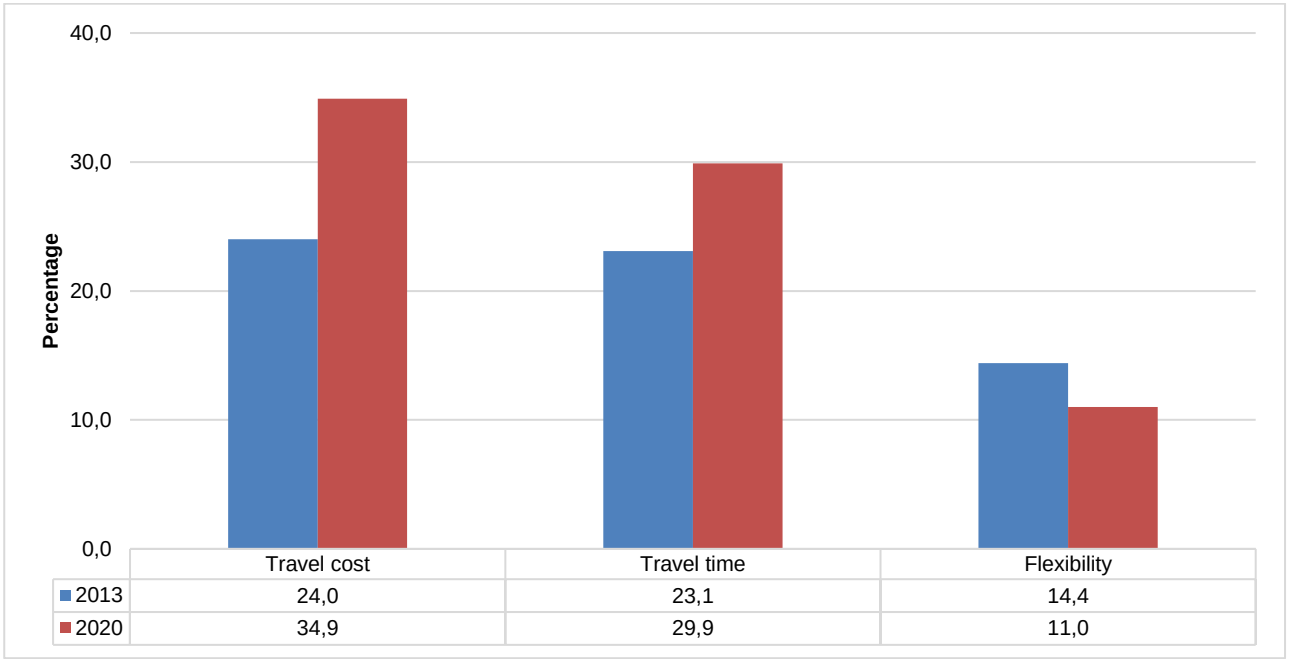


Figure 7.5 shows that travel cost, reliability and travel time remain the top three factors influencing the household's travel mode of choice. In 2013, 24,0% of households identified travel cost as the biggest determinant of modal choice, followed by travel time (23,1%) and flexibility (14,4%). In 2020, similar patterns to 2013 were observed in the top three factors influencing the travel mode of choice

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

Year	Percentage of non-users	District municipality (per cent within district municipality, all reasons combined)					
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	Free State
2013	Not available	11,7	14,8	8,4	18,4	8,7	12,6
	Prefer bus	*	1,7	3,6	0,5	*	1,4
	Prefer private transport	55,7	29,5	42,5	21,5	16,2	33,5
	Can walk	4,0	6,9	3,3	10,1	21,2	8,3
	Don't travel much	4,6	14,8	3,5	10,0	16,2	9,7
	Reason relating to service attributes	12,1	29,1	34,3	35,5	36,4	29,8
	Other	10,9	1,9	4,0	2,5	1,0	3,9
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	21,8	17,3	7,3	12,3	15,0	**13,8**
	Prefer bus	0,3	0,3	2,9	0,2	1,0	**0,0**
	Prefer private transport	24,8	25,1	36,7	10,8	11,0	**21,6**
	Can walk	15,6	30,1	20,1	9,6	10,6	**16,6**
	Don't travel much	9,1	4,1	8,9	10,1	24,7	**10,1**
	Reasons relating to service attributes	19,4	21,7	16,4	55,5	32,3	**32,3**
	Other reasons	8,9	1,4	7,6	1,6	4,8	**4,5**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Provincially in 2013 and 2020, the main top two reasons for not using minibus taxis were private transport preference and reasons relating to service attributes.

Most district municipalities followed the national trends where persons indicated preferring private transport and reasons related to service attributes as their main reasons for not using minibus taxis. Lejweleputswa had the highest proportion of households who cited can walk' in 2020 at 30,1%.

Table 7.17: Dissatisfaction levels with minibus taxi services by district municipality, 2020

Attributes of the bus service	District municipality (per cent within district municipality)					Total
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Dissatisfaction						
The distance between the taxi rank/route and your home	27,1	11,1	33,7	27,0	1,1	**100,0**
The travel time by taxi	25,9	13,2	31,7	28,2	1,0	**100,0**
Security on the walk to/from the taxi rank	26,6	13,5	31,8	27,0	1,2	**100,0**
Security at the taxi rank	25,4	10,7	34,2	28,7	1,0	**100,0**
Security on the taxis	28,5	12,6	28,7	29,5	0,7	**100,0**
The level of crowding in the taxis	44,8	14,2	14,8	25,5	0,7	**100,0**
Safety from accident	33,9	12,3	36,8	16,7	0,3	**100,0**
The frequency of taxi during peak period	33,4	24,2	20,2	21,6	0,6	**100,0**
The frequency of taxi during off-peak period	31,9	25,2	15,1	27,1	0,7	**100,0**
The waiting time for taxi	30,3	20,2	21,1	27,5	0,9	**100,0**
The taxi fare	32,4	11,7	26,3	28,7	0,9	**100,0**
The facilities at the taxi rank, e.g. shelters	22,2	17,4	31,8	27,0	1,6	**100,0**
Roadworthiness of taxis	29,5	43,7	17,4	9,2	0,2	**100,0**
Behaviour of the taxi drivers towards passengers	29,0	18,6	32,1	19,8	0,5	**100,0**
The taxi service overall	31,2	22,3	23,6	22,5	0,4	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**					**Total**
	Fezile Dabi	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	
The distance between the taxi rank/route and your home	26,3	9,8	16,0	23,0	14,0	**18,2**
The travel time by taxi	24,1	11,0	14,8	26,5	14,0	**18,5**
Security on the walk to/from the taxi rank	34,9	15,5	20,7	29,5	19,8	**24,4**
Security at the taxi rank	43,5	15,9	29,0	47,1	26,7	**33,0**
Security on the taxis	34,3	13,1	15,8	29,3	12,8	**22,0**
The level of crowding in the taxis	39,3	10,3	6,2	19,2	8,1	**17,1**
Safety from accident	39,3	12,4	20,1	19,2	4,7	**21,2**
The frequency of taxi during peak period	38,2	23,2	10,3	27,4	9,3	**23,0**
The frequency of taxi during off-peak period	38,2	24,1	8,0	25,8	11,6	**22,4**
The waiting time for taxi	43,8	25,8	14,8	37,2	17,4	**28,7**
The taxi fare	36,3	11,7	14,0	27,2	11,6	**21,0**
The facilities at the taxi rank, e.g. shelters	59,6	36,3	43,9	65,6	48,8	**50,7**
Roadworthiness of taxis	62,9	66,7	15,8	15,7	4,7	**36,9**
Behaviour of the taxi drivers towards passengers	45,2	21,1	23,0	28,1	7,0	**27,5**
The taxi service overall	40,4	23,0	13,6	25,8	5,8	23,8

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

Table 7.17 shows the dissatisfaction levels with minibus taxi services by district municipality. Most households were dissatisfied with the facilities at the taxi rank, e.g. shelters (50,7%), Roadworthiness of taxis (36,9%) and security at the taxi rank (33,0%) were the attributes most likely to elicit dissatisfaction amongst users. The facilities at the taxi rank, e.g. shelters was more prevalent in Thabo Mofutsanyane (65,6%) and Fezile Dabi (59,6%). Households who were not satisfied with the behaviour of the taxi drivers towards passengers were found more in Fezile Dabi (45,2%) followed by Thabo Mofutsanyane (28,1%). The roadworthiness of taxis was of most concern in Lejweleputswa (66,7%) and Fezile Dabi (62,9%).

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

Attributes of the bus service	Free State (per cent within Free state)	
	2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	51,1	41,5
Security at the bus stop	39,4	28,7
Security on the walk to/from the bus stop	36,3	25,6
Security on the buses	27,8	23,1
The bus fares	23,0	22,1
The level of crowding in the bus	39,6	21,0
The distance between the bus stop and your home	22,8	15,4
The travel time by bus	18,4	13,3
Safety from accidents	24,0	12,8
The frequency of buses during off-peak period	28,6	12,8
The punctuality of buses	18,7	12,8
The frequency of buses during peak period	25,7	11,8
The bus service overall	19,8	11,8
Behaviour of the bus drivers towards passengers	20,9	11,3

The total used to calculate percentages excluded unspecified cases.

Table 7.18 shows the comparison of dissatisfaction levels with minibus taxi services between 2013 and 2020. Facilities at the taxi rank reason indicated for dissatisfaction with minibus taxi services. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction decreased from 51,1% in 2013 to 41,5% in 2020, while the proportion of those who indicated the level of crowding in the bus also decreased significantly by 18,6% between 2013 and 2020. The frequency of buses during off-peak period as a reason for dissatisfaction showed a significant decline of 15,8% between the two years.

7.7 Use of buses

Table 7.19: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020

District municipality	Time is taken to walk to the nearest bus stop/station (per cent within district municipality)			
	1–15 min	16–30 min	31–45 minutes	46–60 minutes
Fezile Dabi	51,0	34,7	4,5	9,7
Lejweleputswa	84,7	12,4	3,0	*
Mangaung	86,5	11,0	2,1	0,3
Thabo Mofutsanyane	77,4	17,8	3,4	1,3
Xhariep	22,1	21,9	26,3	29,7
Free State	**83,6**	**13,0**	**2,6**	**0,7**

The totals used to calculate percentages excluded unspecified cases.

Table 7.19 shows the time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey. Provincially, the majority of those who travelled by bus (83,6%) reached their nearest bus station within 15 minutes, and 13,0% took 16 to 30 minutes walking to the bus stop, while 2,6% walked took 31 to 45 minutes and only 0,7% of households indicated that they walked more than 45 minutes to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station Mangaung (86,5%) and Lejweleputswa (84,7%) were the most significant contributors. Households in Fezile Dabi were more likely than any other province to walk 16 to 30 minutes to the bus station (34,7%), followed by Xhariep (21,9%).

Figure 7.6: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020

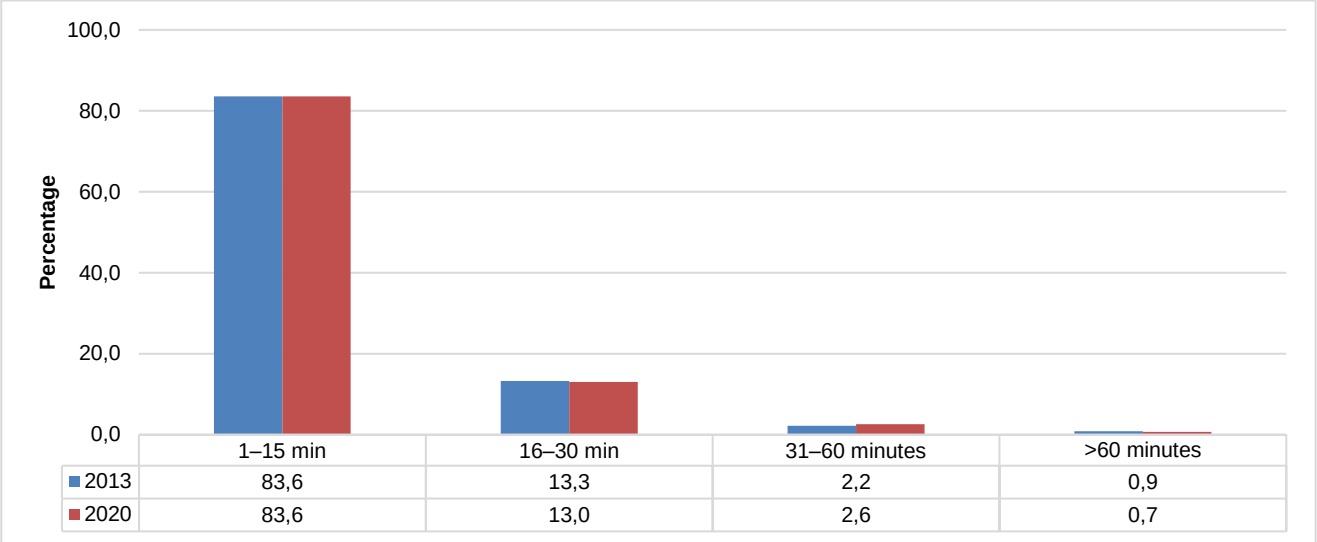


Figure 7.6 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between 1 to 15 minutes to the bus stop/station remained the same between the two years. Those who walked between 16 to 30 minutes decreased slightly from 13,3% in 2013 to 13,0% in 2020. A notable increase was observed among those who walked between 31 to 60 minutes (3,3% in 2013 to 3,7% in 2020) and those who walked more than 60 minutes (0,6% in 2013 to 2,9% in 2020).

Table 7.20: Reasons for not having used buses in the calendar month preceding the survey by district municipality, 2013 and 2020

Year	Indicator	District municipality					Free State
		Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
2013	Not available	57,6	50,5	5,7	33,0	68,7	37,5
	Prefer train	16,3	21,5	22,2	21,5	6,1	20,0
	Prefer bus	0,1	0,1	0,4	0,2	.	0,2
	Prefer private transport	15,7	7,7	16,6	4,8	7,4	10,5
	Can walk	2,9	4,0	3,5	3,6	7,1	3,8
	Don't travel much	2,9	4,7	18,4	4,1	5,6	7,6
	Reason relating to service attributes	4,4	11,4	31,2	32,7	5,0	19,8
	Other	0,1	0,1	2,0	0,1	0,1	0,6
	Total	100,0	100,0	100,0	100,0	100,0	100,0
2020	Not available	43,4	45,4	6,0	27,8	49,7	**29,9**
	Prefer taxi	5,2	17,5	22,4	15,5	2,5	**15,2**
	Prefer train	*	0,4	0,7	0,1	*	**0,3**
	Prefer private transport	11,2	11,1	19,2	5,9	7,6	**11,7**
	Can walk	8,4	16,4	19,7	5,9	8,3	**12,5**
	Don't travel much	10,5	2,1	8,3	4,0	19	**6,7**
	Reasons relating to service attributes	11,4	6,3	21,0	40,2	12,0	**20,8**
	Other	9,9	0,7	2,7	0,6	1	**2,9**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.20 summarises the main reasons buses were not used in between 2013 and 2020 during the calendar month preceding the survey. In 2013, provincially, non-availability of buses and reasons related to service attributes were the top two main reasons cited for not using buses. The same picture was observed in 2020; provincially, non-availability of buses and reasons related to service attributes remained the top two main reasons cited for not using buses.

Table 7.21: Dissatisfaction with bus services by district municipality, 2020

Attributes of the bus service	District municipality (per cent within district municipality)					Total
	Fezile Dabi	Lejweleputswa	Mangaung	Thabo Mofutsanyane	Xhariep	
Dissatisfaction						
The distance between the bus stop and your home	7,6	1,7	86,9	3,8	*	**100,0**
The travel time by bus	11,9	2,4	81,3	3,7	0,7	**100,0**
Security on the walk to/from the bus stop	2,4	1,0	88,8	7,8	*	**100,0**
Security at the bus stop	2,2	*	90,6	7,3	*	**100,0**
Security on the buses	1,2	1,0	90,9	6,8	*	**100,0**
The level of crowding in the bus	*	2,6	84,4	12,2	0,8	**100,0**
Safety from accidents	1,4	2,4	87,6	7,2	1,4	**100,0**
The frequency of buses during peak period	7,2	2,6	73,1	17,1	*	**100,0**
The frequency of buses during off-peak period	1,6	2,6	70,4	25,5	*	**100,0**
The punctuality of buses	14,2	*	66,9	18,9	*	**100,0**
The bus fares	10,8	*	84,8	4,4	*	**100,0**
The facilities at the bus stop, e*g* toilets, offices	2,1	0,7	92,4	4,4	0,4	**100,0**
Behaviour of the bus drivers towards passengers	4,9	2,3	91,0	1,8	*	**100,0**
The bus service overall	5,5	2,6	71,2	20,7	*	**100,0**
Availability of information	14,5	2,6	61,8	21,1	*	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**					**Total**
	Fezile Dabi	**Lejweleputswa**	**Mangaung**	**Thabo Mofutsanyane**	**Xhariep**	
The distance between the bus stop and your home	23,1	5,6	16,8	10,0	.	**15,4**
The travel time by bus	23,1	5,6	13,4	10,0	20,0	**13,3**
Security on the walk to/from the bus stop	15,4	5,6	29,5	30,0	.	**25,6**
Security at the bus stop	15,4	.	34,2	30,0	.	**28,7**
Security on the buses	7,7	5,6	27,5	20,0	.	**23,1**
The level of crowding in the bus	.	11,1	22,1	40,0	40,0	**21,0**
Safety from accidents	7,7	5,6	12,8	20,0	40,0	**12,8**
The frequency of buses during peak period	15,4	5,6	11,4	30,0	.	**11,8**
The frequency of buses during off-peak period	7,7	5,6	12,1	50,0	.	**12,8**
The punctuality of buses	30,8	.	11,4	40,0	.	**12,8**
The bus fares	38,5	.	24,2	20,0	.	**22,1**
The facilities at the bus stop, e.g. toilets, offices	30,8	5,6	46,3	50,0	40,0	**41,5**
Behaviour of the bus drivers towards passengers	7,7	5,6	12,8	10,0	.	**11,3**
The bus service overall	7,7	5,6	12,1	30,0	.	**11,8**
Availability of information	30,8	5,6	8,7	30,0	.	10,8

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

Respondents could select more than one attribute.

Table 7.21 summarises the reasons for dissatisfaction with bus services for those who used it. The facilities at the bus stop, e.g. toilets, offices (41,5%) and the security at the bus stop (28,7%). Comparisons between district municipalities indicate that the frequency of buses during off-peak period was most important in Thabo Mofutsanyane (50,0%), followed by Mangaung (12,1%). The level of crowding in the bus were equally most likely to be problematic in Mangaung and Xhariep, both at 40,0%, whilst facilities at the bus stop were an important source of dissatisfaction in Thabo Mofutsanyane (50,0%) followed by Mangaung (46,3%).

Security at the bus stop was of most concern in Mangaung (34,2%) and Thabo Mofutsanyane (30,0%). Availability of bus information was of most concern in Fezile Dabi and Thabo Mofutsanyane at 30,8% and 30,0% respectively.

Table 7.22: Dissatisfaction with bus services by district municipality, 2013 and 2020

	Free state (per cent within Free State)	
Attributes of the bus service	**2013**	**2020**
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	51,1	41,5
Security at the bus stop	39,4	28,7
Security on the walk to/from the bus stop	36,3	25,6
Security on the buses	27,8	23,1
The bus fares	23,0	22,1
The level of crowding in the bus	39,6	21,0
The distance between the bus stop and your home	22,8	15,4
The travel time by bus	18,4	13,3
Safety from accidents	24,0	12,8
The frequency of buses during off-peak period	28,6	12,8
The punctuality of buses	18,7	12,8
The frequency of buses during peak period	25,7	11,8
The bus service overall	19,8	11,8
Behaviour of the bus drivers towards passengers	20,9	11,3
Availability of information	13,9	10,8

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

Between 2013 and 2020, households were most dissatisfied with the facilities at the bus stop, the level of crowding in the bus and security at the bus stop as shown in Table 7.22. Generally, there was a decrease in the dissatisfaction level across all attributes between 2013 and 2020, the decreases were much more notable among those who were dissatisfied with the level of crowding in the bus (from 39,6% in 2013 to 21,0% in 2020) and the frequency of buses during off-peak period (from 28,6% in 2013 to 12,8% in 2020).

8. Technical notes

8.1 Survey requirements and design

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

8.2 Sample design

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

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

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

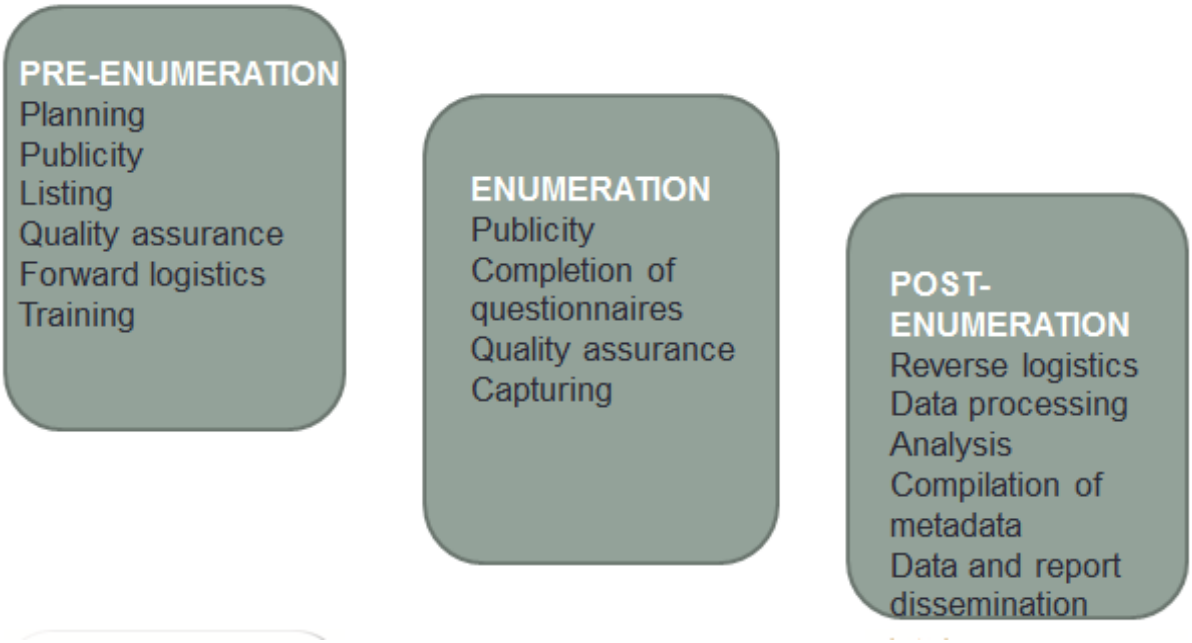
Table 8.1: Sample distribution by province

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

8.3 Data collection

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

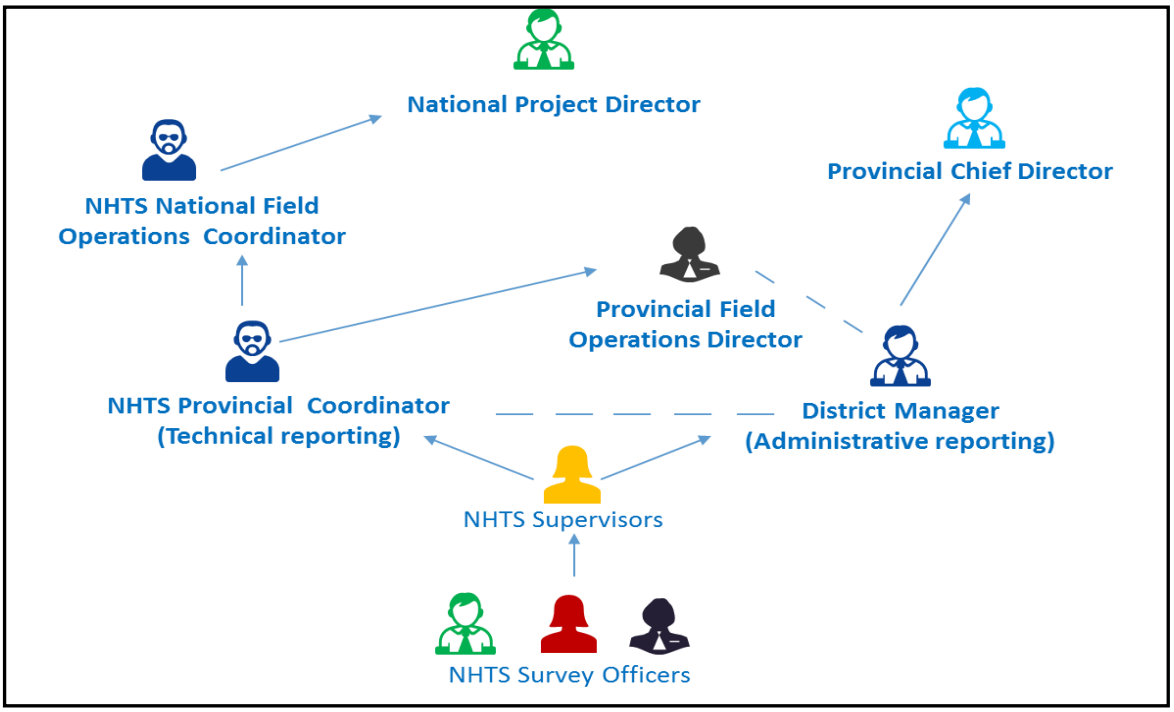
Figure 8.1: Phases of data collection



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

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

Figure 8.2: Functional field operations structure for the NHTS 2020



8.4 Questionnaire

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

Table 8.2: The structure of the NHTS 2020 questionnaire

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

8.5 Response rate

Table 8.3: Response rates per province, NHTS 2020

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

8.6 Editing and imputation

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

8.7 Construction of household and individual sample weights

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

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

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

8.8 Estimation

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

8.9 Limitations of the surveys

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

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

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

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

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

8.10 Comparability with previous surveys

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

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

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

8.11 Glossary

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

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

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

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

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

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

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