National Household Travel Survey
KwaZulu-Natal profile

Statistics South Africa

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Transport
REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
KwaZulu-Natal Profile
2014

Statistics South Africa

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Statistician-General

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Contents

List of tables

List of figures

List of maps

Abbreviations and acronyms

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

District Municipality (DM)

uThukela

uMzinyathi

Zululand

uMkhanyakude

Sisonke

eThekwini

District (D)

*Ugu

*uMgungundlovu

*Amajuba

*uThungulu

*iLembe

Local Municipalities (LM)

Msunduzi

Newcastle

uMhlathuze

KwaDukuza

Hibiscus Coast

*It comprises of fewer local municipalities than a district municipality, due to the exclusion of other local municipalities that are treated as stand-alone.

Foreword

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

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

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

Most learners who attended pre-school, school, ABET and literacy classes walked all the way to reach educational institutions. Those attending higher educational institutions tended to use taxis more than any other mode 0.of travel. As far as workers were concerned, nearly four million of the 15,3 million workers drove all the way to work using private transport, whilst 3,7 million used taxis. A further 3 million walked all the way, and approximately 1 million made use of buses as their main mode of transport.

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

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

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

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

Pali Lehohla
Statistician-General: Statistics South Africa

1. Key findings

Introduction

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

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

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

Gaining better understanding of household transport needs and behaviour

General travel patterns

The reference period for the general travel patterns was the seven days prior to the interview. Seven out of ten persons (74,0%) in KwaZulu-Natal undertook trips during the seven-day reference period. As would be expected because of population size and degree of urbanisation, the majority of persons who undertook trips during the reference period lived in eThekwini (36,4%), and the least number of persons who undertook trips were found in Amajuba D (1,4%). Persons living in the metropolitan areas (78,4%) were more likely to travel than those living in urban areas (77,3%) and rural areas (70,3%). Of the 7,6 million people who took trips in the province, slightly more than half (50,9%) were female and 49,1% were male. The highest percentage of persons who undertook trips during the reference period were in the age group 26–40 years (23,2%), and the lowest percentage were in the age group 65 years and older (5%).

Most travelling occurred from Monday to Friday. Men were more likely to travel than women during the week. However, on Sundays a greater proportion of women than men travelled. More than nine out of ten persons aged 5–14 years undertook trips during the week. Age group 0–2 years and 55 years and older had the lowest percentage of travellers during the week. However, those aged 55 years and older were more likely than other age groups to travel on Sundays.

'No need to travel' (44,4%) and 'being too old/young to travel' (26,7%) were the most commonly given reasons for not travelling. Only 14,1% of persons in the province mentioned financial reasons/too expensive as the reason for not travelling.

Education and education related travel

Learners' travel patterns and modes of transport

A total of 3,5 million learners were identified in KwaZulu-Natal, irrespective of the type of educational institution attended. The type of schools referred to in this study include private, public and special schools. The majority of learners were scholars (85,0%), followed by pre-scholars (7,1%). When comparing LMs and DMs, the highest proportion of learners who attended school were found in the KwaDukuza LM (94,9%) and iLembe D (93,2%). The highest percentage of learners attending higher educational institutions was found in the uMhlathuze LM (15,3%).

Rural residents (57,4%) were more likely to attend educational institutions than metropolitan (24,6%) and urban (18%) residents. About 98% of learners attended classes and only 2% were studying through distance learning.

A large proportion of individuals who used public transport to attend educational institutions used taxis (74,6%), followed by those who used buses (21,7%) and trains (3,7%). It is interesting to note that taxis were mostly used in Hibiscus Coast LM (94,8%), buses were mostly used in Newcastle LM (50,7%), while trains were used in uMkhanyakude DM (10,2%). Approximately 67% of the learners in KwaZulu-Natal walked all the way to their educational institutions. uMzinyathi DM (84,6%), uMkhanyakude DM (82,0%), Ugu D (81,3%), Zululand DM (80,8%) and Amajuba D (80,0%) had the largest proportion of learners who walked all the way to their educational institutions. Only 2,8% of learners in the province used a bakkie or taxi/tambai to travel to their educational institutions. Learners in the KwaDukuza LM (21,8%) were more likely than other municipalities to travel using a bakkie or taxi/tambai.

Learners who attended pre-school (61,7%) and school (71,4%) were more likely to walk all the way to their educational institution while those in FET college (52,6%) and higher educational institutions (38,5%) were more likely to use taxis.

Learner's number of days and travel time

Generally, most learners travelled five days per week to their educational institutions regardless of the type of educational institution attended. Nearly 60% of the learners in KwaZulu-Natal (59,4%) travelled between 07:00 and 07:59 in the morning to the educational institution. KwaDukuza LM (84,7%), Newcastle LM (75%) and Sisonke DM (74,4%) had a large proportion of learners travelling at that time. More than 60% of learners in uMkhanyakude DM (61,3%) travelled before 07:00 to their place of learning. Learners in uMhlathuze LM (10,2%) were more likely to travel to educational institutions at 08:00 or later.

In KwaZulu-Natal, 14,2% of learners travelled more than 60 minutes to their place of learning. One in five learners in uMkhanyakude DM (20,6%) travelled more than 60 minutes to their educational institutions. More than half of the learners who walked all the way (58,8%) to their educational institutions walked for 30 minutes or less.

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

Workers' geographic location

The highest proportion of workers was found in metropolitan areas. Slightly more than a quarter (25,4%) of urban workers resided in Msunduzi LM. The highest percentage of workers classified as rural were found in eThekwini (16,2%) and uMkhanyakude DM (9,8%).

Workers' mode of travel and number of days travelled to work

Approximately 46% of workers used public transport as their main mode of travel to their workplaces. Almost a third (32,3%) of workers used private transport to travel to their places of work. A small percentage of workers walked all the way to their workplaces (21,3%). Trains were mostly used by workers in KwaDukuza LM (6,2%) and eThekwini municipality (5,4%). Workers in Amajuba D (27,6%) were more likely to use buses, and car drivers were mostly found in eThekwini (29,6%).

Across all geographic locations, workers' most popular mode of travel to work was taxis. Buses were the second most used mode of transport with almost 8% in both metropolitan and rural areas. Workers in the rural areas were more likely than any other group in other geographic locations to walk all the way to work.

More than three-quarters of work trips made by public transport in the province were made using taxis (78,5%), 15,1% were made by buses. Most workers in eThekwini indicated that they used taxis (435 000) to travel to their place of work, followed by those using buses (79 000) and trains (58 000).

About 155 of workers who use public transport changed transport on the way to their workplace. The majority of workers who had to change transport on their way to work were found in Msunduzi LM (20,7%). Train users were more likely than bus and taxi users to make one or more modal transfer.

The majority workers specified that they worked five days per week (60,8%). Sixty-three per cent of workers in both metropolitan and urban areas were more likely to work five days per week while rural workers were more likely to work for more than six days per week.

Time workers leave for work

Over one-quarter of workers (27,6%) in the province left their home between 07:00 and 07:59 to travel to work. Twenty-four per cent of workers left their residence before 06:00 to travel to work in the morning. There was a small percentage of workers who left their houses at 08:00 or later. Workers residing in urban areas were most likely to leave their dwellings between 07:00 and 07:59 in the morning (35,8%), while workers in rural areas were more likely than those in urban and metropolitan areas to leave before 06:00 in the morning.

Workers receiving travel allowances from the employer

In the province, 0,6% of workers indicated that they received travel allowances for public transport. Almost 3% of workers in Zululand DM and Sisonke DM received travel allowances for public transport usage.

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

Nearly half of workers (49,8%) in the province walked up to five minutes to their first public transport and almost a quarter of workers walked between 6 and 10 minutes to their first public transport. Workers in uThungulu D (29,6%) were more likely to walk for more than fifteen minutes to reach their first public transport than those living in other LMs. Train users (37,1%) were more likely to walk for more than 15 minutes to their first trains than bus and taxi users.

More than half of workers using public transport waited up to five minutes for the first public transport, while only one in ten workers waited between 11 and 15 minutes for their first public transport. Workers in Ugu D (27%) were more likely to wait more than fifteen minutes for the first public transport. The majority of workers in the metropolitan areas signified that they waited for more than 15 minutes for the first public transport.

Fifty-five per cent of workers walked up to five minutes at the end of the trip to reach their place of work. Workers in iLembe D (80,3%), Sisonke DM (75,2%) and uMzinyathi DM (74,3%) were more likely to walk up to five minutes at the end of the trip to reach their place of work. More than a third of workers in Ugu D (34,6%) walked for more than 15 minutes at the end of the trip to reach their place of work.

Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work. Out of 2,4 million workers in KwaZulu-Natal aged 15 years and older, only 167 000 undertook business trips during the month preceding the survey. Forty-eight per cent of business travellers in the province were from eThekwini municipality. Amajuba D (1,1%) contributed the least of the province business travel count.

More than half of workers in KwaZulu-Natal (54,8%) used a car/truck as drivers for business trips, 15,2% used taxis and 12,7% used aircraft. Aircraft was mostly used by business travellers in the metropolitan areas.

Most business trips in the province were taken within the province, followed by 15 000 business trips taken to Gauteng province and 3 000 taken to Western Cape province. Within KwaZulu-Natal, the majority of business trips were made to uMgungundlovu D and eThekwini municipality.

Other travel patterns

'Other travel patterns' refers to trips other than work, education and business trips. This replaces the 2003 section on migration related travel and was broadened to capture all kinds of other travel. Some people travel on a weekly or monthly basis, or once in three months. The focus is on the trips taken by people aged 15 years or older. Such trips were categorised as day and/or overnight trips. An overnight trip is a trip where one or more night is spent away from the dwelling unit.

Day trips

Of the 6,9 million persons aged 15 years and older in the province, 4,3 million indicated that they had undertaken day trips in the twelve months prior to the interview. Persons in Hibiscus Coast LM (90,2%), Ugu D (80,3%) and uMhlathuze (73,9%) were more likely than those in other municipalities to undertake day trips. The most common reason for undertaking day trips was shopping for personal and business reasons (43,6%), followed by visiting a place they considered home (19,5%). Most of the daytrip travellers used taxis (63,5%), followed by those who used cars/trucks as passengers (12,9%), while 10,1% used cars/trucks as drivers.

Overnight trips

About 31% of persons aged 15 years or older in KwaZulu-Natal undertook overnight trips. Hibiscus Coast LM (45,1%) had the highest percentage of overnight travellers. The main reason for overnight trips were to visit the place that was considered home (45,3%), followed by visiting friends and family (32,3%). Travelling to funerals was most common in Newcastle LM (25,5%) and KwaDukuza LM (15,3%).

Most of the overnight trippers used taxis (63,5%), followed by those who used cars/trucks as passengers (12,9%), while 10,1% of the travellers drove cars/trucks to reach their main destination. About 7% of trippers made use of buses.

Availability, ownership and use of motor cars and driver's licences

There were about 63 000 households who owned one or more bicycles in working order and who used these for transport purpose. eThekwini municipality (26,3%) had the highest percentage of households who owned bicycles. There was a large percentage of households who owned or had access to cars (20,8%), followed by those who had access to company cars (3,6%). There was relatively equal ownership or access to motorcycles, kombis and trucks.

In KwaZulu-Natal, only one-fifth (20,8%) of 6,3 million persons aged 18 years and older were in possession of a driver's licence. Of those who possessed a driver's licence, the largest proportion was from eThekwini (28,9%), Msunduzi LM (26,8%) and uMhlathuze LM (25,7%).

A large percentage of households who were 18 years and older and in a possession of a driver's licence were in situated in the metropolitan areas (31,3%), followed by urban areas (28,3%). Only one in ten of the licence holders lived in rural areas (10,2%).

eThekwini municipality (71,5%) had the highest percentage of persons 16 years and older who were in possession of a motorcycle driver's licence. Males were more likely than females to have a driver's licences for all types of vehicles. The age group 26–39 years were more likely to have a driver's licence for all types of vehicles than other age groups.

More than half of persons aged 18 years and older with a light and heavy motor vehicle driver's licence were black African (56,8%), while 21,7% were Indian/Asian.

Household travel patterns, attitudes and perceptions

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

Most households in KwaZulu-Natal travelled for up to 30 minutes to different public facilities. More than a third (34,6%) of households travelled for more than an hour to welfare offices. The majority of households who visited other shops (51,4%) and church (46,5%) walked all the way to reach those facilities. Minibus taxis were mostly used by households to travel to food or grocery shops (65,2%) and financial services/banks (64,1%). About 68% of households mentioned that they did not need to travel to traditional healers.

Metro, urban and rural areas

Across geographic locations, households in rural areas were more likely to travel for more than 60 minutes to all selected services. Within geographical locations, most households in metropolitan areas indicated that they travelled more than 60 minutes to traditional healers (22,4%), a tribal authority (10,5%), and church (9,8%).

Households in urban areas who travelled for more than 60 minutes to selected services travelled mostly to traditional healers (13,8%), church (9,8%), and other shops (4,8%).

Nine out of ten households in rural areas indicated that they travelled more than 60 minutes to a post office/agent (93,8%), medical services and financial services/banks (both 93,1%), and food grocery shops (93%).

Use of taxis, buses and trains

Taxis were the mode of public transport most frequently used in the province. About 80% of households used taxis during the month preceding the survey, 23,0% used buses and only 6,0% used trains. The highest proportion of train users were in KwaDukuza LM (22,4%). Buses were mostly used by households in Amajuba D (67,7%).

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

Slightly more than a quarter (25,8%) of households walked more than 15 minutes to reach the nearest taxi rank, 4,2% walked more than 30 minutes to reach the nearest bus station, while 21,0% walked more than 30 minutes to reach the nearest train station in the province. Households in uMzinyathi DM (48,2%) were more likely than households in other municipalities to walk for more than 15 minutes to reach their nearest taxi route/station. The highest percentage of households who walked for more than 30 minutes to their nearest bus station were found in Sisonke DM (18,0%).

Attitudes and perceptions about transport

Transport related problems that were experienced by most households in KwaZulu-Natal were the poor condition of roads (12,2%) and the unavailability of buses (11,8%). One in five households mentioned the poor condition of roads as the problem in Zululand DM (22,7%), Sisonke DM (22%) and iLembe D (21,9%). Above a third in KwaDukuza LM (34,4%) and a quarter in iLembe D (25,4%) identified the unavailability of buses as their transport related problem. Roughly 6% indicated that they did not have transport related problems.

Taxis too expensive, taxis too far, no buses/taxis at specific times, overload

Approximately 12% of households in KwaZulu-Natal mentioned that taxis were too expensive. Nineteen per cent of households in uThukela DM (19%) and 17% KwaDukuza LM reported taxis being too expensive as their main problem. Unavailability of taxis (10,6%) and buses (6%) at a specific time was also considered an important problem in the province. A third of households in Hibiscus Coast LM (33,1%) and 20,1% in Ugu D experienced the unavailability of taxis at specific times as a challenge. Close to 7% mentioned overload as a problem in the province.

Dissatisfaction with taxi, bus, and train services

The facilities at the taxi ranks (59,5%) were reported as being the most unsatisfactory attribute, followed by taxi fare (55,6%). Hibiscus Coast LM (82,8%), iLembe D (75,4%), and Sisonke DM (71,9%) had the highest percentage of households which mentioned dissatisfaction with this attribute. Dissatisfaction with taxi fares was indicated by households in iLembe D (67,5%), uMzinyathi DM (67,3%) and uThukela DM (65,8%).

The level of crowding in the bus (52,5%), the facilities at the bus stops (49,6%) and security at the bus stops were the three biggest problems with bus services in KwaZulu-Natal. The level of crowding was a greater problem in uThungulu D (81,4%), uMgungundlovu D (65,6%) and uThukela DM (64,3%). The facilities at the bus stop were cited as being problematic in uThungulu D (69,7%) and Sisonke DM (68,2%). The frequency of buses during off-peak period (88%) was a problem in Hibiscus Coast LM. About a half of households in Msunduzi LM (49,5%) mentioned the travel time by bus as the reason for dissatisfaction with the bus service.

Train users in the province were dissatisfied with the level of crowding on trains (62,4%) and the distance between the train station and their homes (54,9%).

Factors influencing the household's choice

About 31% of households in KwaZulu-Natal indicated that travel time (30,9%) was the biggest determinant of transport modal choice, while the cost of travel was important in 27,4% of households, followed by safety from accidents (8,4%). More than a quarter of the households in Ugu D (26,6%) indicated reliability as the most important factor influencing their modal choice.

2. Introduction

2.1 Background

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

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

a. To understand the transport needs and behaviour of households;
b. To ascertain the cost of transport for households (to assess levels of affordability);
c. To assess attitudes towards transport services and facilities;
d. To measure the availability, ownership and use of motor cars;
e. To understand the travel choices of different market segments;
f. To determine accessibility to services such as workplaces, education facilities, social needs markets and others;
g. To assess the effectiveness of the existing subsidy mechanisms;

h. To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
i. To measure key performance indicators (KPIs) as required by the National Land Transport Act (Act No.5 of 2009) and the National Land Transport Strategic Framework;
j. To measure usage of non-motorised transport by households; and
k. To assess accessibility of public transport for people with disabilities and the elderly in the communities.

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

The KwaZulu-Natal Department of Transport developed a few programmes to improve transportation in the province and continues to improve transportation systems for vulnerable communities. In the department's revised strategic planning for 2010/11 to 2014/15, the following goals were set:

- To provide access and mobility within the province;
- To effectively manage the transport infrastructure network;
- To promote an integrated land transport system; and
- To promote a safe road environment.

An example of this is the operation kuShunquthuli programme which focuses on road infrastructure development in rural areas. Accessibility and mobility within the province is one of the department's strategic goals along with upgrades in rural road infrastructure.

This section covers the demographic characteristics of travellers in KwaZulu-Natal. It gives information on whether a member of a household had undertaken a trip, the geographic area of those who had undertaken trips, days of the week that persons travelled, and reasons for not travelling for those who did not travel.

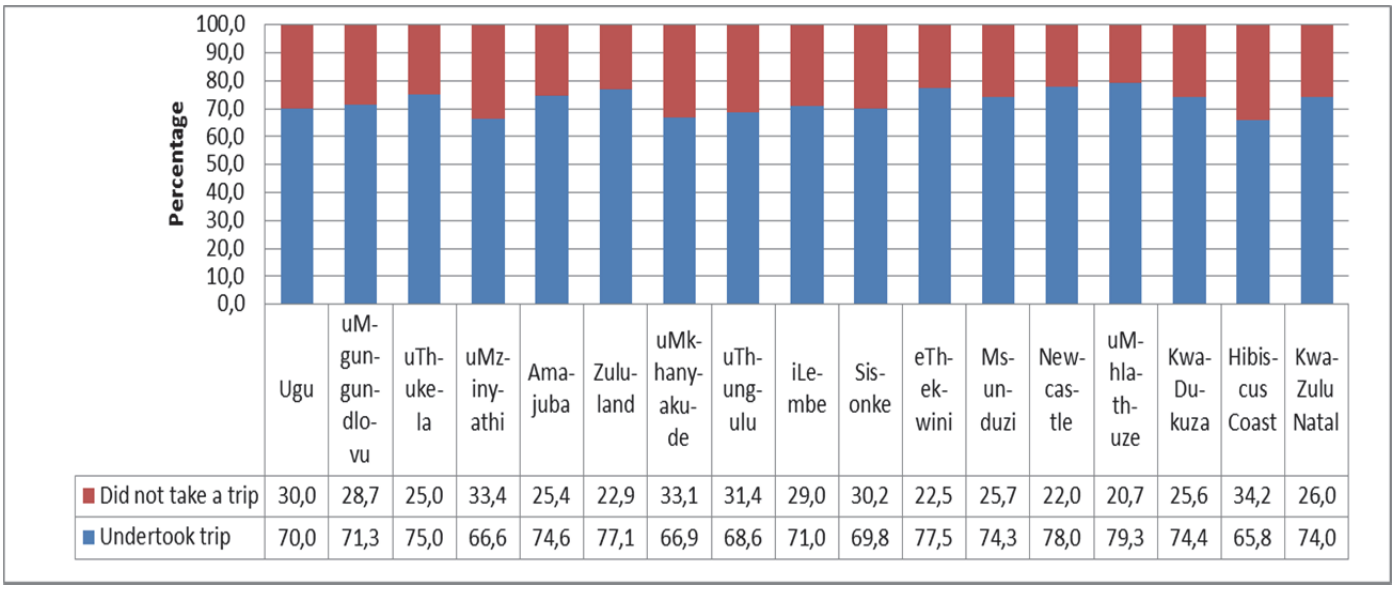
Table 3.1: Persons who undertook trips in the seven days prior to the interview by municipality

	Undertook trip		Population	
Municipality	Number ('000)	Percentage of KZN	Number ('000)	Percentage of KZN
Ugu	335	4,4	483	4,6
uMgungundlovu	301	4,0	425	4,1
uThukela	507	6,7	685	6,6
uMzinyathi	308	4,0	469	4,5
Amajuba	105	1,4	142	1,4
Zululand	554	7,3	729	7,0
uMkhanyakude	394	5,2	594	5,7
uThungulu	338	4,4	510	4,9
iLembe	310	4,1	439	4,2
Sisonke	307	4,0	445	4,3
eThekwini	2 762	36,4	3 627	34,8
Msunduzi	480	6,3	660	6,3
Newcastle	277	3,7	358	3,4
uMhlathuze	250	3,3	316	3,0
KwaDukuza	173	2,3	236	2,3
Hibiscus Coast	195	2,6	298	2,9
KwaZulu-Natal	**7 597**	**100,0**	**10 415**	**100,0**

Percentages calculated within the municipalities

Table 3.1 shows that KwaZulu-Natal had a population of 10,4 million people at the time of the survey, and 7,5 million of those people undertook trips during the seven days prior to the interview. Most of them lived in eThekwini (36,4%), Zululand DM (7,3%) and uThukela DM (6,7%). Amajuba D had the lowest percentage of households who undertook trips (1,4%).

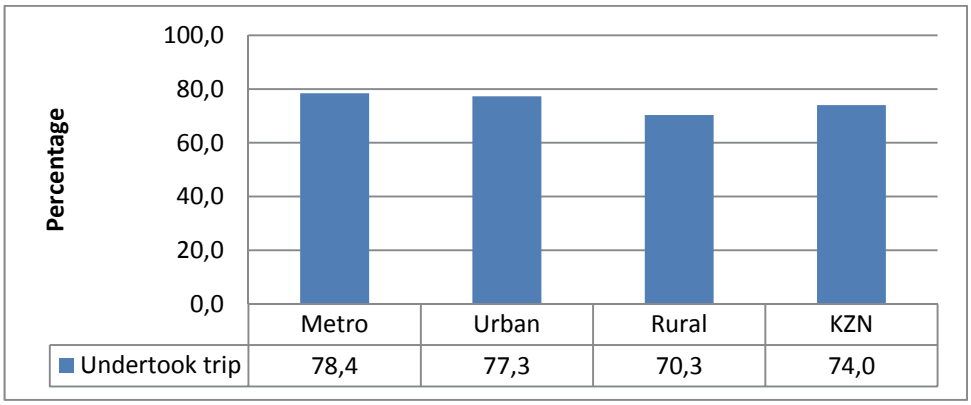
Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by municipality



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Did not take a trip	30,0	28,7	25,0	33,4	25,4	22,9	33,1	31,4	29,0	30,2	22,5	25,7	22,0	20,7	25,6	34,2	26,0
Undertook trip	70,0	71,3	75,0	66,6	74,6	77,1	66,9	68,6	71,0	69,8	77,5	74,3	78,0	79,3	74,4	65,8	74,0

Figure 3.1 shows persons who travelled during the seven days prior to the interview in KwaZulu-Natal. People from uMhlathuze LM (79,3%) were more likely to travel during the seven days prior to the interview, followed by the people from Newcastle LM (78,0%), eThekwini (77,5%) and Zululand DM (77,1%). The municipality where individuals were the least likely to travel was Hibiscus Coast LM (65,8%).

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



	Metro	Urban	Rural	KZN
Undertook trip	78,4	77,3	70,3	74,0

Figure 3.2 shows that 74% of people in KwaZulu-Natal undertook trips. Persons from metropolitan areas (78,4%) were more likely to travel during the seven day reference period than those in rural and urban areas (70,3% and 77,3% respectively).

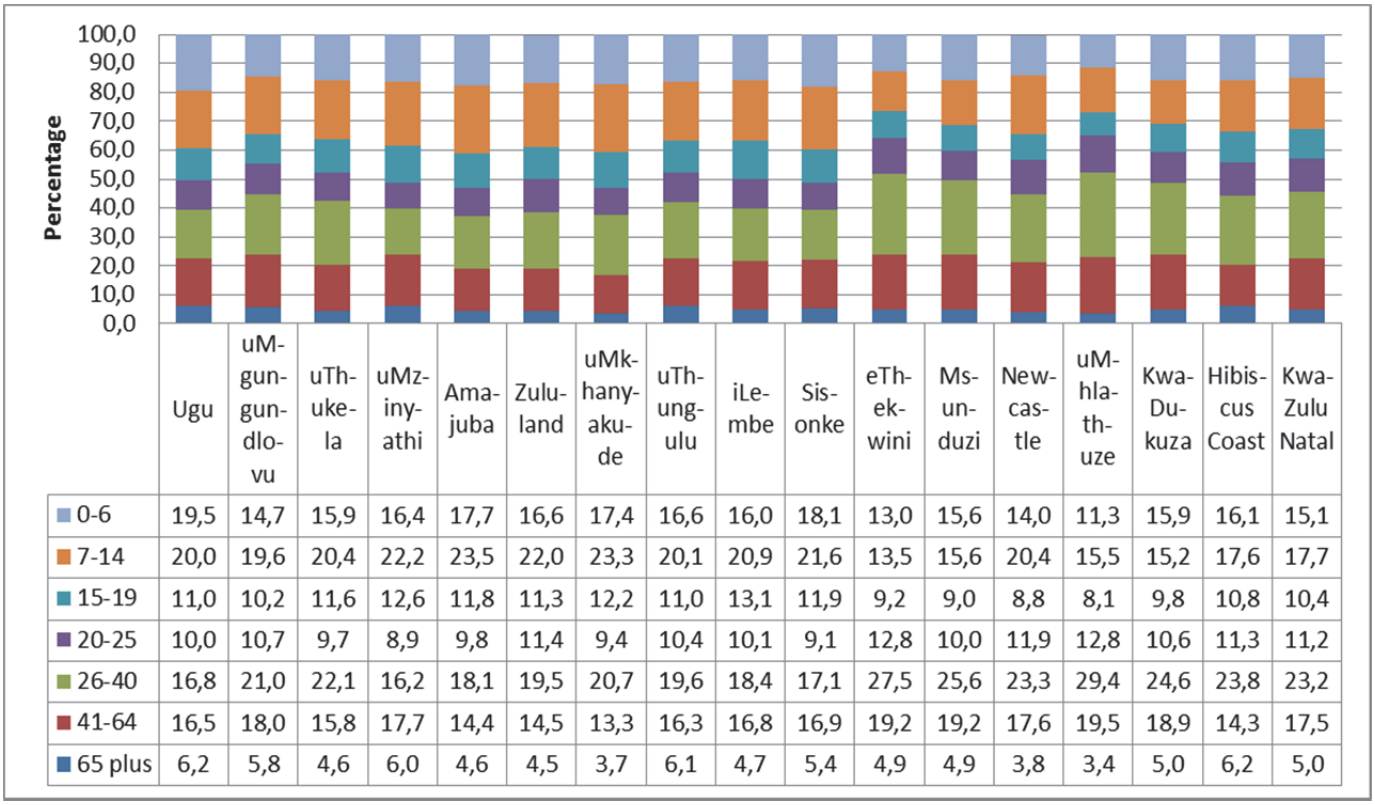
Table 3.2: Persons who undertook trips in the seven days prior to the interview by municipality and sex

Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of municipality	Number ('000)	Percentage of municipality
Ugu	334	161	48,3	173	51,7
uMgungundlovu	301	143	47,6	157	52,4
uThukela	507	241	47,6	265	52,4
uMzinyathi	307	140	45,6	167	54,4
Amajuba	105	49	46,9	55	53,1
Zululand	553	268	48,5	285	51,5
uMkhanyakude	394	187	47,6	206	52,4
uThungulu	337	163	48,5	173	51,5
iLembe	309	140	45,2	169	54,8
Sisonke	307	150	49,0	156	51,0
eThekwini	2 762	1 387	50,2	1 375	49,8
Msunduzi	480	222	46,3	257	53,7
Newcastle	277	143	51,8	133	48,2
uMhlathuze	249	138	55,7	110	44,3
KwaDukuza	173	92	53,5	80	46,5
Hibiscus Coast	195	101	52,0	93	48,0
KwaZulu-Natal	**7 597**	**3 733**	**49,1**	**3 863**	**50,9**

Percentage calculated within municipalities and across municipalities, within KwaZulu-Natal

Table 3.2 summarises the total number of persons who undertook trips during the seven days prior to the interviews. It shows that there were slightly more females (50,9%) compared to males (49,1%) who undertook trips.

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

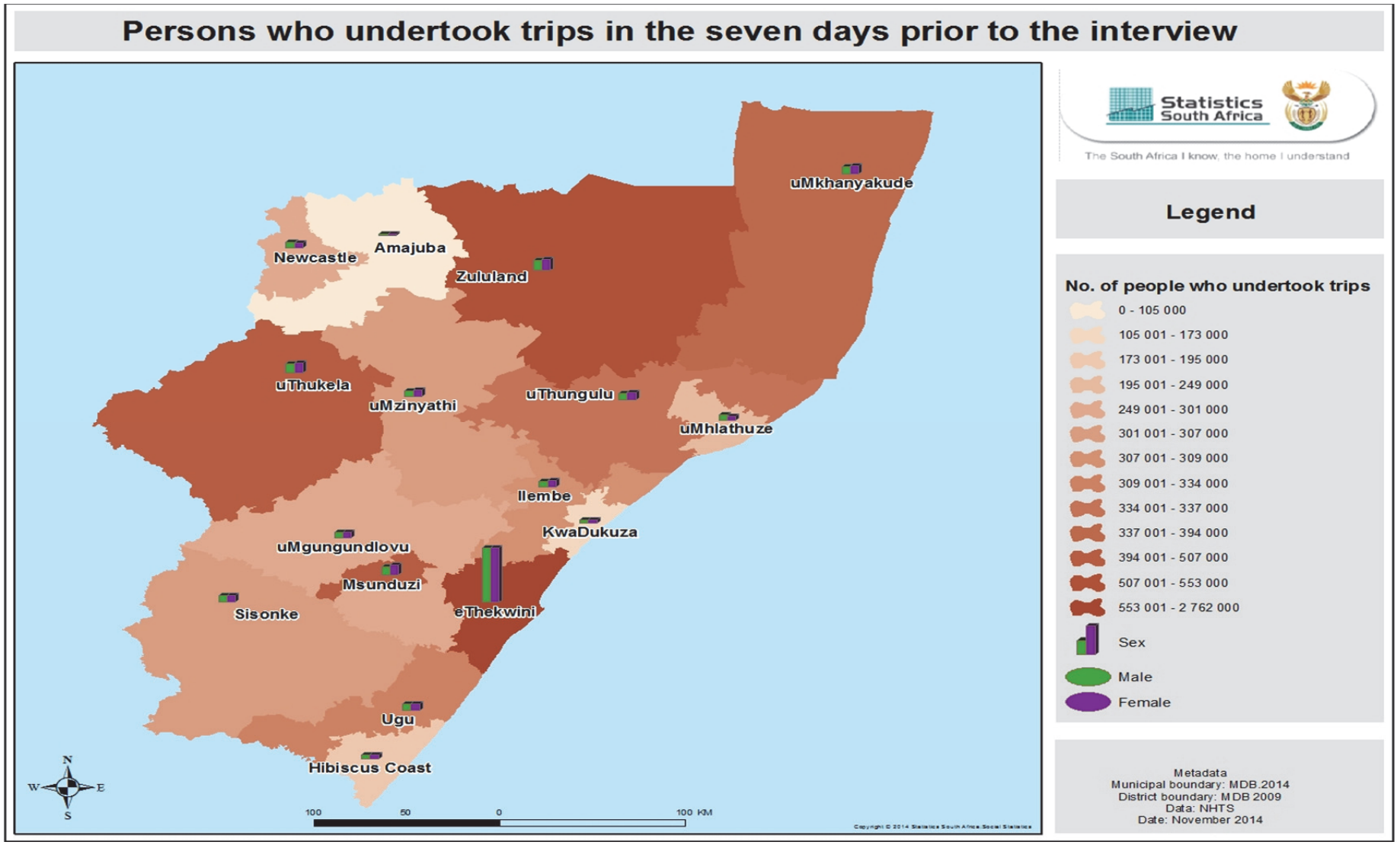


	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
0-6	19,5	14,7	15,9	16,4	17,7	16,6	17,4	16,6	16,0	18,1	13,0	15,6	14,0	11,3	15,9	16,1	15,1
7-14	20,0	19,6	20,4	22,2	23,5	22,0	23,3	20,1	20,9	21,6	13,5	15,6	20,4	15,5	15,2	17,6	17,7
15-19	11,0	10,2	11,6	12,6	11,8	11,3	12,2	11,0	13,1	11,9	9,2	9,0	8,8	8,1	9,8	10,8	10,4
20-25	10,0	10,7	9,7	8,9	9,8	11,4	9,4	10,4	10,1	9,1	12,8	10,0	11,9	12,8	10,6	11,3	11,2
26-40	16,8	21,0	22,1	16,2	18,1	19,5	20,7	19,6	18,4	17,1	27,5	25,6	23,3	29,4	24,6	23,8	23,2
41-64	16,5	18,0	15,8	17,7	14,4	14,5	13,3	16,3	16,8	16,9	19,2	19,2	17,6	19,5	18,9	14,3	17,5
65 plus	6,2	5,8	4,6	6,0	4,6	4,5	3,7	6,1	4,7	5,4	4,9	4,9	3,8	3,4	5,0	6,2	5,0

Percentages calculated within municipalities

Figure 3.3 shows that the highest percentage of persons who undertook trips in the seven days prior to the interview in KwaZulu-Natal were in the age group 26–40 years (23,2%), followed by those aged 7–14 years (17,7%) and 41–64 years (17,5%). The age group least likely to travel was 65 plus years (3,4%). The age group 26–40 years living in uMhlathuze LM, were more likely to travel than those living in other LMs.

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



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

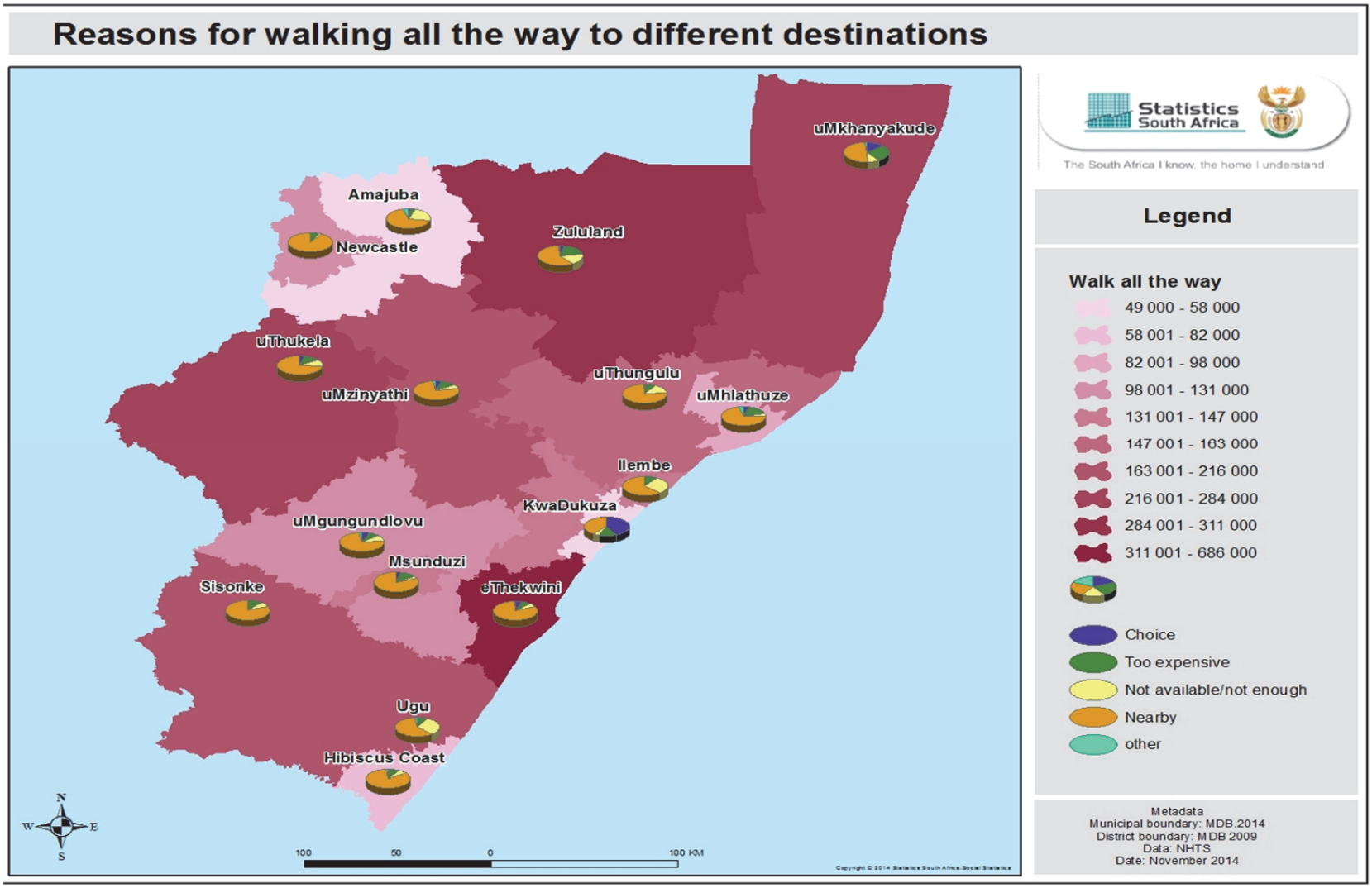


Table 3.3: Days of the week when persons usually travel by age group and sex[1]

Age group	Statistics	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
KZN	Male ('000)	3 555	3 498	3 501	3 453	3 476	1 220	1 052
	Per cent of males	72,9	71,9	72,0	71,0	71,4	25,4	22,0
	Female ('000)	3 386	3 336	3 356	3 302	3 284	1 150	1 322
	Per cent of females	62,6	61,8	62,2	61,3	60,9	21,6	24,9
	Total	**6 941**	**6 835**	**6 857**	**6 755**	**6 760**	**2 370**	**2 373**
	Per cent of all travellers	**67,5**	**66,6**	**66,9**	**65,9**	**65,9**	**23,4**	**23,5**
0–2 yrs	Number ('000)	140	139	135	132	132	49	76
	Per cent in age group	21,9	21,7	21,1	20,8	20,7	7,6	11,9
3–4 yrs	Number ('000)	258	252	253	252	252	41	59
	Per cent in age group	58,3	57,0	57,1	57,1	57,0	9,4	13,5
5–6 yrs	Number ('000)	423	423	423	421	424	48	61
	Per cent in age group	92,6	92,7	92,7	92,9	92,9	10,7	13,7
7–14 yrs	Number ('000)	1 779	1 774	1 774	1 772	1 778	193	253
	Per cent in age group	97,5	97,4	97,4	97,5	97,6	10,9	14,2
15–19 yrs	Number ('000)	927	919	925	920	918	177	183
	Per cent in age group	86,9	86,4	86,8	86,5	86,2	17,0	17,7
20–25 yrs	Number ('000)	681	660	674	651	648	327	270
	Per cent in age group	59,2	57,6	58,9	56,9	56,5	28,8	23,9
26–40 yrs	Number ('000)	1 556	1 525	1 524	1 487	1 500	855	701
	Per cent in age group	65,1	63,9	64,0	62,5	63,0	36,1	29,8
41–54 yrs	Number ('000)	767	758	752	733	730	418	403
	Per cent in age group	62,1	61,5	61,0	59,6	59,2	34,1	33
55 yrs and older	Number ('000)	410	384	399	386	377	263	368
	Per cent in age group	37,9	35,8	37,1	35,9	35,1	24,5	34,3

Table 3.3 summarises the days of the week when persons usually travelled in KwaZulu-Natal according to age and sex. It has been observed that men were more likely to travel during the week than women. At least seven out of ten men travelled during the week. Saturdays and Sundays were the days when people did not travel much. Females were more likely to travel than males on Sundays. Children of school-going age, age groups 5–6 years and 7–14 years, were most likely to travel during the week than other age groups. Persons aged 55 years and above were less likely to travel during weekdays, but they were more likely to travel on Sundays (34,3%) compared to other age groups.

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

Main reason for not travelling	Statistics (Numbers in thousands)	Municipality																
		Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KZN
Did not need to travel	Number	56	71	69	60	17	75	78	67	55	49	348	87	35	33	18	26	**1 144**
	Per cent	39,2	59,9	42,4	40,0	48,8	47,1	42,3	44,3	45,1	38,3	45,3	53,8	47,4	51,9	31,8	26,4	**44,4**
Financial reasons/ too expensive	Number	11	9	26	27	2	20	42	17	9	14	120	22	12	3	6	23	**364**
	Per cent	7,7	8,0	15,8	18,0	6,4	12,5	22,5	11,2	7,6	10,8	15,6	13,7	16,8	5,2	10,2	22,9	**14,1**
Too old/young to travel	Number	48	26	49	40	12	43	44	43	42	39	178	35	17	13	19	42	**689**
	Per cent	33,8	22,2	30,0	26,3	33,7	27,3	23,6	28,0	34,6	30,6	23,2	21,4	22,3	20,7	34,1	42,3	**26,7**
Other reasons	Number	27	12	19	24	4	21	21	25	16	26	122	18	10	14	13	8	**381**
	Per cent	19,2	9,9	11,8	15,7	11,0	13,1	11,6	16,5	12,7	20,2	15,9	11,2	13,5	22,2	24,0	8,4	**14,8**
Total	**Number**	**142**	**118**	**162**	**151**	**36**	**158**	**185**	**152**	**123**	**128**	**768**	**161**	**74**	**63**	**56**	**100**	**2 578**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.
Percentages calculated within municipalities
Only one response was possible per person

Table 3.4 shows the main reasons for household members not travelling in the seven days before the interview by municipality. Among the people who did not travel in the 7-day reference period (2,5 million), more than 40% of the persons said that they did not need to travel (44,4%). The second most common reason for not travelling was being too old or young to travel (26,7%). This reason was mostly reported in Hibiscus Coast LM (42,3%) and in iLembe D (34,6%). Although 'financial reasons/too expensive' (14,1%) was the least reason mentioned by non-travellers, Hibiscus Coast LM (22, 9%) and uMkhanyakude DM (22,5%) had a significant percentage of persons who mentioned this as their reason for not travelling.

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

Main reasons for not travelling	Statistics (Numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	Total
Did not need to travel	Number	86	9	23	67	214	348	183	214	**1 144**
	Per cent	14,0	29,8	40,3	61,6	59,0	57,8	55,4	45,3	**44,4**
Financial reasons/too expensive	Number	7	2	13	22	89	139	59	33	**364**
	Per cent	1,1	5,9	22,2	20,5	24,5	23,0	18,0	7,0	**14,1**
Too old/young to travel	Number	501	14	11	1	*	*	9	152	**689**
	Per cent	81,6	47,6	19,7	1,2	*	*	2,6	32,0	**26,7**
Other reasons	Number	20	5	10	18	60	115	79	74	**381**
	Per cent	3,3	16,7	17,7	16,7	16,4	19,1	23,9	15,6	**14,8**
Total	**Number**	**614**	**30**	**58**	**108**	**363**	**602**	**329**	**473**	**2 578**
	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
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 3.5 indicates the main reasons for not travelling seven days before the interview by age group. More than six in ten people in the age group 15–19 years (61,6%) and age group 20–25 years (59,0%) cited 'no need to travel' as their most common reason for not travelling. While, more than 80% of the age group 0–4 years (81,6%) and almost a third (32,0%) of those aged 55 years and older indicated that they did not travel because they were too young/old to travel. Close to a quarter of persons aged 20–25 years (24,5%) cited 'financial reasons or too expensive' as their most common reason for not travelling.

4. Education and education related travel patterns

4.1 Introduction

The KwaZulu-Natal Department of Transport provides learner transport services that cover all the districts in the province. This section covers all different levels of education and modes of transport used to reach educational institutions which could help in assessing the effectiveness of programmes implemented to improve learners' transportation. The department also plans to provide reliable and affordable public transport in the province and wants to achieve this specifically for scholars. According to the integrated transport plans of the different districts, the department aims to provide network coverage, connecting remote areas and reducing walking distances to the nearest public transport services.

This section covers the characteristics of those learners who attend all educational institutions, from pre-school to higher educational institutions. It includes the mode of travel used, the geographic location of learners, total travel time and compares the two methods of learning (distance learning and class attendance).

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

Indicator	Statistics (Numbers in thousands)	Municipality																
		Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Type of institution																		
Pre-school	Number	10	10	15	7	5	14	14	13	5	11	100	17	15	6	*	4	**249**
	Per cent	5,3	6,8	5,8	3,7	9,2	4,8	5,6	7,3	3,2	5,7	10,1	7,6	11,0	5,2	*	4,5	**7,1**
School	Number	175	134	236	170	49	265	239	166	148	170	738	180	111	76	54	89	**2 998**
	Per cent	91,6	88,5	89,7	94,0	86,5	90,9	93,0	90,1	93,2	91,6	74,8	81,6	80,8	67,2	94,9	92,1	**85,0**
ABET and literacy classes	Number	*	*	2	*	*	1	1	1	*	1	4	2	*	2	*	*	**17**
	Per cent	*	*	0,6	*	*	0,3	0,5	0,3	*	0,6	0,4	0,7	*	1,3	*	*	**0,5**
Higher educational institution	Number	3	4	4	1	*	6	2	3	2	2	96	12	2	17	*	2	**157**
	Per cent	1,6	2,5	1,6	0,6	*	2,2	0,7	1,6	1,0	1,2	9,7	5,6	1,4	15,3	*	1,9	**4,5**
FET college	Number	1	2	4	2	1	2	*	1	3	1	39	8	8	12	*	*	**86**
	Per cent	0,5	1,3	1,7	1,2	2,3	0,7	*	0,5	2,0	0,7	4,0	3,5	5,5	10,3	*	*	**2,4**
Other	Number	1	1	1	*	*	3	*	*	*	*	9	2	1	*	*	*	**23**
	Per cent	0,7	0,5	0,5	*	*	1,0	*	*	*	*	0,9	0,9	0,8	*	*	*	**0,6**
Total	**Number**	**191**	**151**	**263**	**180**	**56**	**291**	**258**	**184**	**159**	**186**	**987**	**221**	**137**	**112**	**56**	**97**	**3 529**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Indicator	Statistics (Numbers in thousands)	Municipality																
		Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Geographic location																		
Metro	Number	*	*	*	*	*	*	*	*	*	*	941	*	*	*	*	*	**941**
	Per cent	*	*	*	*	*	*	*	*	*	*	83,7	*	*	*	*	*	**24,6**
Urban	Number	6	64	69	29	4	60	13	12	3	47	*	183	104	25	58	16	**691**
	Per cent	2,8	39,9	24,9	14,7	7,2	19,3	4,6	6,3	1,6	23,9	*	76,0	72,7	20,7	85,4	15,4	**18,0**
Rural	Number	195	96	209	165	55	250	259	185	166	150	183	58	39	96	10	85	**2 201**
	Per cent	97,2	60,1	75,1	85,3	92,8	80,7	95,4	93,7	98,4	76,1	16,3	24,0	27,3	79,3	14,6	84,6	**57,4**
Household income quintiles																		
Quintile 1 (lowest income quintile)	Number	46	33	72	61	9	72	64	48	45	46	145	37	30	34	10	11	**762**
	Per cent	22,8	20,9	25,9	31,3	15,2	23,1	23,5	24,2	27,0	23,6	12,9	15,6	20,7	27,9	14,0	11,2	**19,9**
Quintile 2	Number	114	58	127	96	40	148	154	105	74	111	271	61	54	16	31	52	**1 513**
	Per cent	57,1	36,2	45,8	49,4	66,5	47,8	56,7	53,1	44,1	56,3	24,1	25,4	38,1	13,5	45,3	51,2	**39,5**
Quintile 3	Number	23	39	41	17	7	49	28	21	19	23	288	57	28	30	12	20	**702**
	Per cent	11,5	24,3	14,8	9,0	11,5	15,7	10,5	10,7	11,3	11,9	25,6	23,6	19,9	24,8	17,0	19,6	**18,3**
Quintile 4	Number	13	20	26	9	3	21	22	16	26	12	231	46	16	28	16	15	**520**
	Per cent	6,7	12,6	9,4	4,7	5,5	6,8	8,1	8,3	15,4	6,0	20,5	19,0	11,0	23,0	23,7	14,4	**13,6**
Quintile 5 (highest income quintile)	Number	4	10	12	11	1	21	3	7	4	4	190	39	15	13	*	4	**337**
	Per cent	1,8	6,1	4,2	5,6	1,2	6,6	1,2	3,7	2,3	2,2	16,9	16,4	10,3	10,8	*	3,6	**8,8**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 4.1 indicates that most of the learners in KwaZulu-Natal attended school (85,0%), followed by those who attended pre-school (7,1%) and less than five per cent (4,5%) of the learners attended higher educational institutions. The lowest percentage of learners attended ABET and literacy classes (0,5%). It is evident that residents in rural areas (57,4%) had the highest percentage of learners attending educational institutions, followed by those in metropolitan areas (24,6%) and urban areas (18,0%). Rural learners were mostly concentrated in iLembe D (98,4%) and uMkhanyakude DM (95,4%).

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

Indicator	Statistics (Numbers in thousands)	Main mode								
		Public transport			Private transport		Bakkie taxi/ tambai	Walking all the way	Other	Total %
		Train	Bus	Taxi	Car/ truck driver	Car/truck passenger				
Scholars and disability status										
Scholars	Number	11	120	306	8	294	80	2 072	10	**2 901**
	Per cent	0,4	4,1	10,6	0,3	10,1	2,8	71,4	0,4	**100,0**
Disabled scholars	Number	*	3	10	*	14	3	66	*	**97**
	Per cent	*	2,8	10,2	*	14,1	3,1	68,3	*	**100,0**
Geographic location of scholars										
Metro	Number	4	47	97	3	85	13	304	6	**559**
	Per cent	0,7	8,4	17,3	0,5	15,1	2,4	54,4	1,1	**100,0**
Urban	Number	2	27	75	*	87	18	310	1	**521**
	Per cent	0,4	5,2	14,5	*	16,7	3,5	59,5	0,1	**100,0**
Rural	Number	5	46	134	4	122	48	1 457	4	**1 821**
	Per cent	0,3	2,5	7,4	0,2	6,7	2,7	80,0	0,2	**100,0**
Household income quintile of scholars										
Quintile 1 (Lowest income quintile)	Number	2	16	44	*	27	20	476	*	**586**
	Per cent	0,3	2,8	7,5	*	4,6	3,5	81,2	*	**100,0**
Quintile 2	Number	3	32	96	*	68	22	1 002	4	**1 228**
	Per cent	0,3	2,6	7,8	*	5,6	1,8	81,6	0,3	**100,0**
Quintile 3	Number	2	29	61	3	44	11	376	3	**528**
	Per cent	0,4	5,4	11,5	0,6	8,3	2,1	71,2	0,5	**100,0**
Quintile 4	Number	3	26	68	1	64	20	173	2	**359**
	Per cent	1,0	7,3	19,0	0,4	17,8	5,6	48,3	0,6	**100,0**
Quintile 5 (Highest income quintile)	Number	*	17	37	3	92	7	45	*	**200**
	Per cent	*	8,5	18,3	1,4	45,7	3,3	22,2	*	**100,0**

The totals used to calculate percentages excluded unspecified cases for transport
Other includes scooter, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Most of the scholars (71,4%) in KwaZulu-Natal walked all the way to their educational institutions. The second most used mode of transport by scholars was taxis (10,6%), followed by car/truck passengers (10,1%). Ninety-seven thousand learners in KwaZulu-Natal were disabled, and the majority of them walked all the way to their educational institutions (68,3%).

Taxis were the second most used mode of transport for learners in metropolitan areas (17,3%) and rural areas (7,4%), but in urban areas the most used mode of transport was a car/bakkie as a passenger (16,7%).

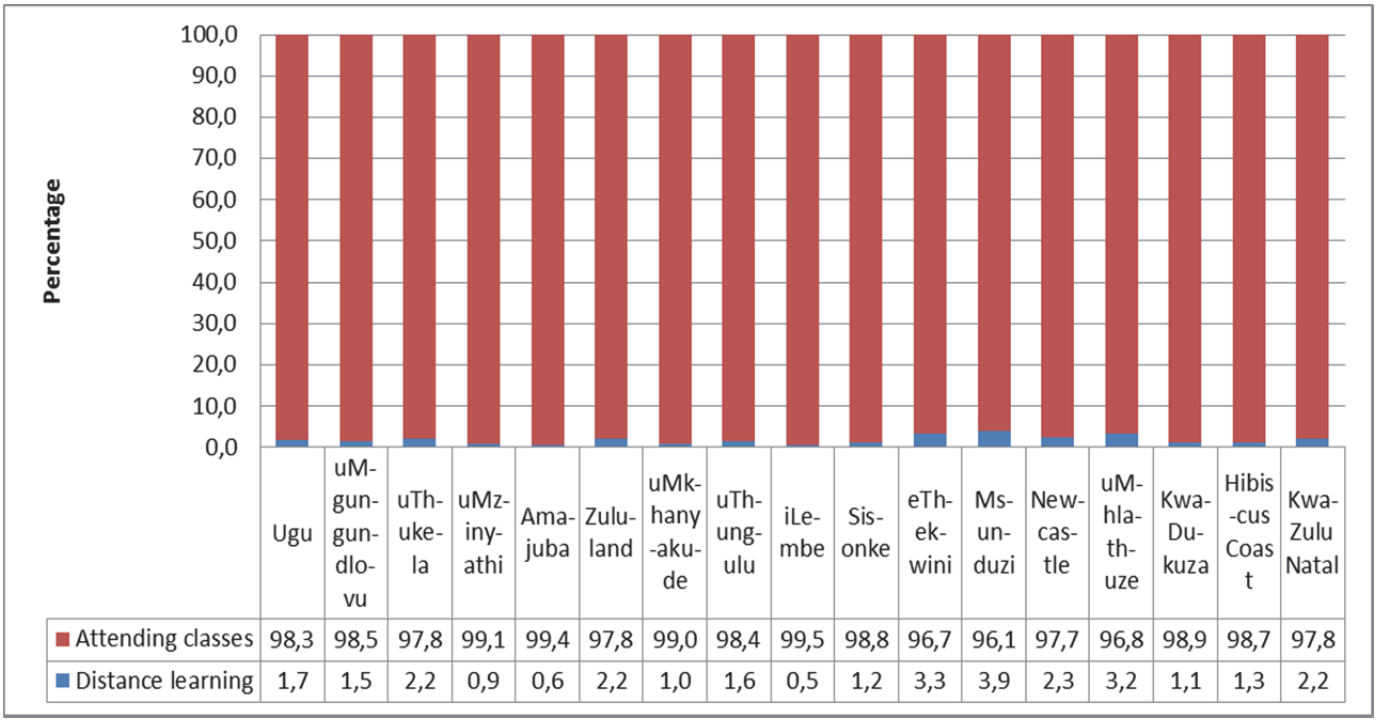
Table 4.3: Attendance of educational institution through attending classes or distance learning by municipality

Municipality	Statistics (Numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Ugu	Number	192	189	3
	Per cent	5,2	5,3	3,9
uMgungundlovu	Number	157	155	2
	Per cent	4,3	4,3	2,9
uThukela	Number	270	264	6
	Per cent	7,3	7,3	7,3
uMzinyathi	Number	187	185	2
	Per cent	5,1	5,1	2,0
Amajuba	Number	60	59	*
	Per cent	1,6	1,6	*
Zululand	Number	303	297	*
	Per cent	8,2	8,2	8,2
uMkhanyakude	Number	266	263	3
	Per cent	7,2	7,3	3,3
uThungulu	Number	186	183	3
	Per cent	5,0	5,1	3,7
iLembe	Number	164	163	*
	Per cent	4,5	4,5	*
Sisonke	Number	193	190	2
	Per cent	5,2	5,3	2,8
eThekwini	Number	1 048	1 014	34
	Per cent	28,4	28,1	41,9
Msunduzi	Number	235	226	9
	Per cent	6,4	6,3	11,2
Newcastle	Number	141	138	3
	Per cent	3,8	3,8	4,1
uMhlathuze	Number	116	112	4
	Per cent	3,2	3,1	4,6
KwaDukuza	Number	67	66	*
	Per cent	1,8	1,8	*
Hibiscus Coast	Number	101	99	*
	Per cent	2,7	2,8	*
KwaZulu-Natal	**Number**	**3 687**	**3 605**	**81**
	Per cent	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell 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

According to Table 4.3, most learners were attending classes (3,6 million) as opposed to distance learning (81 000). Most of the learners attending classes in the province were found in eThekwini (28,1%), followed by Zululand DM (8,2%) and uThukela DM and uMkhanyakude DM, both with 7,3%. Amajuba D (1,6%) contributed the least to the overall number of students attending classes in the province. Most of the students in the province who were studying through distance learning were found in eThekwini municipality (41,9%).

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Attending classes	98,3	98,5	97,8	99,1	99,4	97,8	99,0	98,4	99,5	98,8	96,7	96,1	97,7	96,8	98,9	98,7	97,8
Distance learning	1,7	1,5	2,2	0,9	0,6	2,2	1,0	1,6	0,5	1,2	3,3	3,9	2,3	3,2	1,1	1,3	2,2

Percentages calculated within municipalities

Figure 4.1 shows that in KwaZulu-Natal, the majority of learners were attending classes (97,8%) as compared to those who were involved with distance learning (2,2%). The same trend was followed in all municipalities. The largest proportion of learners who were studying by means of distance learning was found in Msunduzi LM (3,9%).

4.2 Education related travel

This section specifically covers education related travel: From the number of days they travelled, to the time it took learners to leave home and reach their educational institutions, and the mode of transport they used to get there.

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

Indicator		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	Lembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Pre-school	1-4	Number	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	5	Number	10	10	15	7	5	14	14	13	5	10	94	16	15	6	*	4	**241**
		Per cent	100,0	98,2	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	99,6	95,0	100,0	100,0	*	100,0	**99,4**
	6-7	Number	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
School	1-4	Number	1	*	1	*	*	1	*	*	*	1	4	*	*	*	*	*	**11**
		Per cent	0,6	*	0,4	*	*	0,5	*	*	*	0,7	0,6	*	*	*	*	*	**0,4**
	5	Number	172	132	230	165	47	256	237	159	145	163	712	178	111	74	52	88	**2 921**
		Per cent	98,7	99,1	97,9	99,2	98,0	98,1	99,3	98,4	99,7	97,0	98,5	99,3	100,0	98,8	98,6	98,0	**98,6**
	6-7	Number	*	1	4	1	1	4	2	2	*	4	7	*	*	*	*	*	**30**
		Per cent	*	0,8	1,8	0,8	2,0	1,4	0,7	1,5	*	2,4	0,9	*	*	*	*	*	**1,0**
Higher educational institution	1-4	Number	1	1	1	*	*	2	*	2	*	1	28	4	1	1	*	*	**45**
		Per cent	58,5	34,0	72,2	*	*	57,4	*	72,9	*	83,2	31,7	34,2	72,4	7,1	*	*	**33,1**
	5	Number	1	2	*	*	*	1	*	*	*	*	57	8	*	15	*	*	**86**
		Per cent	41,5	66,0	*	*	*	29,6	*	*	*	*	64,6	63,6	*	92,9	*	*	**63,4**
	6-7	Number	*	*	*	*	*	*	*	*	*	*	3	*	*	*	*	*	**5**
		Per cent	*	*	*	*	*	*	*	*	*	*	3,7	*	*	*	*	*	**3,5**

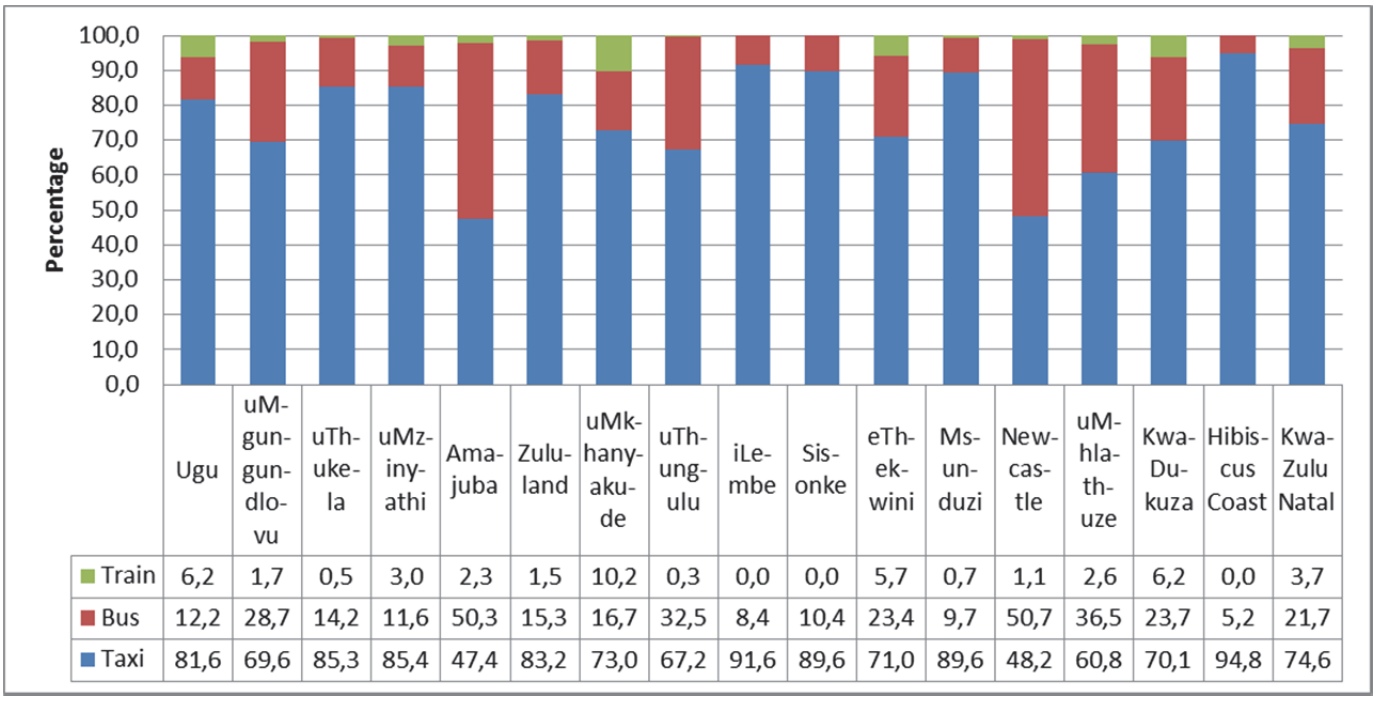
Table 4.4: Number of days per week travelled to educational institution by municipality (concluded)

Indicator		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Other institutions	1-4	Number	*	1	1	*	*	2	*	1	*	1	7	3	2	7	*	*	**27**
		Per cent	*	23,7	20,1	*	*	28,7	*	70,0	*	29,5	14,0	24,8	26,4	54,2	*	*	**23,2**
	5	Number	2	2	5	2	2	4	1	1	4	2	42	9	6	6	1	1	**89**
		Per cent	100,0	76,3	74,9	80,3	82,7	71,3	50,4	30,0	84,3	70,5	84,3	75,2	73,6	42,9	62,9	100,0	**75,1**
	6-7	Number	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	**2**
		Per cent	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	**1,8**
Subtotal	1-4	Number	2	2	3	*	*	5	2	3	2	3	39	8	3	8	*	2	**84**
		Per cent	1,1	1,3	1,2	*	*	1,8	0,8	1,7	1,3	1,6	4,1	3,6	2,2	7,3	*	2,1	**2,4**
	5	Number	185	146	250	174	54	275	252	174	155	175	905	211	132	101	55	93	**3 337**
		Per cent	98,4	98,0	97,3	99,4	98,2	96,8	98,4	97,2	98,7	96,2	94,8	95,9	97,8	91,8	100,0	96,9	**96,5**
	6-7	Number	1	1	4	1	1	4	2	2	*	4	11	1	*	1	*	1	**38**
		Per cent	0,5	0,7	1,6	0,6	1,8	1,4	0,8	1,1	*	2,2	1,2	0,5	*	0,9	*	1,0	**1,1**
Unspecified		Number	9	8	15	13	3	18	13	13	9	11	134	17	6	8	11	4	**292**
Total		**Number**	**197**	**157**	**272**	**188**	**58**	**302**	**269**	**192**	**166**	**193**	**1 089**	**237**	**141**	**118**	**66**	**100**	**3 751**

Percentages calculated within municipalities
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
'Other' category includes FET college, ABET and literacy classes

Table 4.4 indicates the number of days that learners travelled to educational institutions. Across all institutions, most learners travelled for 5 days in a week (96,5%) More than 2,9 million learners who attended school travelled for 5 days in a week, followed by pre-school (241 000) and those who attended other educational institutions (89 000).

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



	Ugu	uM-gun-gun-dlo-vu	uTh-uke-la	uMz-iny-athi	Ama-juba	Zulu-land	uMk-hany-aku-de	uTh-ung-ulu	iLe-mbe	Sis-onke	eTh-ek-wini	Ms-un-duzi	New-cas-tle	uM-hla-th-uze	Kwa-Du-kuza	Hibis-cus Coast	Kwa-Zulu Natal
Train	6,2	1,7	0,5	3,0	2,3	1,5	10,2	0,3	0,0	0,0	5,7	0,7	1,1	2,6	6,2	0,0	3,7
Bus	12,2	28,7	14,2	11,6	50,3	15,3	16,7	32,5	8,4	10,4	23,4	9,7	50,7	36,5	23,7	5,2	21,7
Taxi	81,6	69,6	85,3	85,4	47,4	83,2	73,0	67,2	91,6	89,6	71,0	89,6	48,2	60,8	70,1	94,8	74,6

Percentages calculated within municipalities

Taxis were the most used public transport by almost three-quarters of the learners (74,6%), followed by buses (21,7%) and trains (3,7%).

It is interesting to note that taxis were mostly used in Hibiscus Coast LM (94,8%), and buses were mostly used in Newcastle LM (50,7%), while trains were mostly used in uMkhanyakude DM (10,2%).

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

Mode of travel		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Public transport	Train	Number	1	*	*	*	*	*	2	*	*	*	20	*	*	*	2	*	**28**
		Per cent	0,6	*	*	*	*	*	0,7	*	*	*	1,9	*	*	*	3,2	*	**0,8**
	Bus	Number	2	8	5	2	4	7	3	11	3	2	82	6	13	11	8	*	**168**
		Per cent	1,2	5,1	1,7	0,8	7,1	2,3	1,1	5,7	1,9	1,2	7,9	2,5	9,5	9,9	12,5	*	**4,6**
	Taxi	Number	11	17	26	10	4	20	8	15	23	19	228	49	12	13	9	11	**476**
		Per cent	5,7	11,0	9,9	5,3	6,7	7,0	3,0	7,7	14,1	10,0	21,8	21,1	8,9	11,8	15,0	10,8	**13,0**
Private transport	Car/ truck driver	Number	*	*	*	*	*	*	3	*	*	*	16	5	2	*	*	*	**27**
		Per cent	*	*	*	*	*	*	1,2	*	*	*	1,5	2,0	1,3	*	*	*	**0,7**
	Car/truck passenger	Number	16	23	23	15	3	11	26	21	6	14	150	48	15	13	*	16	**402**
		Per cent	8,5	15,0	8,6	8,0	5,0	3,7	9,9	11,1	3,4	7,3	14,4	20,5	10,6	11,3	*	16,0	**11,0**
Walking all the way		Number	157	105	210	158	47	235	219	135	119	150	519	121	97	70	27	66	**2 436**
		Per cent	81,3	66,9	78,7	84,6	80,0	80,8	82,0	71,2	73,8	79,8	49,6	51,7	69,4	61,6	44,5	67,7	**66,7**
Bakkie taxi/tambai		Number	4	2	2	1	*	16	5	8	11	1	22	5	*	5	13	5	**101**
		Per cent	2,3	1,4	0,6	0,7	*	5,6	1,8	4,0	6,6	0,6	2,1	1,9	0,2	4,7	21,8	4,8	**2,8**
Other		Number	1	*	1	1	*	1	1	*	*	2	8	*	*	*	*	*	**14**
		Per cent	0,3	*	0,2	0,3	*	0,3	0,4	*	*	1,0	0,8	*	*	*	*	*	**0,4**
Total		**Number**	**193**	**156**	**267**	**187**	**59**	**291**	**267**	**190**	**161**	**188**	**1 046**	**234**	**140**	**114**	**61**	**98**	**3 652**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated across municipalities, within KwaZulu-Natal
Other includes scooter, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 4.5 illustrates that the primary mode of travel used to get to educational institutions in KwaZulu-Natal was 'walking all the way'. Out of 3,6 million learners, more than half (2,4 million) of them walked all the way to their educational institutions, followed by those who used taxis (13,0%) and those who are passengers in car/trucks (11,0%).

Trains were more likely to be used in KwaDukuza LM (3,2%) and eThekwini municipality (1,9%). About three per cent (2,8%) of learners used a tambai/bakkie taxi as their mode of travel, with majority living in KwaDukuza LM (21,8%) and iLembe D (6,6%).

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

Mode of travel		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Public transport	Train	Number	*	*	*	*	*	1	1	*	*	*	5	*	*	*	1	*	**11**
		Per cent	*	*	*	*	*	6,2	14,0	*	*	*	51,2	*	*	*	11,4	*	**100,0**
	Bus	Number	2	6	4	1	3	5	3	10	3	2	51	2	12	6	7	1	**120**
		Per cent	1,9	5,2	2,9	0,9	2,7	4,4	2,4	8,6	2,5	1,9	42,8	1,9	10,2	5,0	6,0	0,7	**100,0**
	Taxi	Number	9	14	20	8	2	15	7	13	17	17	124	31	7	4	9	9	**306**
		Per cent	2,8	4,6	6,4	2,8	0,8	4,8	2,3	4,3	5,5	5,4	40,6	10,2	2,2	1,4	3,0	2,9	**100,0**
Car/truck passenger		Number	13	18	19	12	2	10	22	16	5	12	91	40	11	10	1	14	**294**
		Per cent	4,5	6,3	6,3	4,1	0,8	3,3	7,5	5,4	1,7	4,0	30,8	13,4	3,6	3,5	0,2	4,7	**100,0**
Walking all the way		Number	143	92	186	142	40	207	197	115	107	131	404	101	80	46	21	61	**2 072**
		Per cent	6,9	4,4	9,0	6,9	1,9	10,0	9,5	5,5	5,2	6,3	19,5	4,9	3,9	2,2	1,0	2,9	**100,0**
Bakkie taxi/tambai		Number	4	2	1	1	*	14	3	7	10	1	16	5	*	5	8	4	**80**
		Per cent	4,6	2,3	1,5	0,8	*	17,3	3,9	8,9	13,1	1,4	19,5	5,6	*	6,0	10,2	4,7	**100,0**
Other		Number	*	*	1	*	*	1	4	*	*	1	9	1	*	*	*	*	**18**
		Per cent	*	*	5,2	*	*	4,5	20,0	*	*	7,5	50,4	5,6	*	*	*	*	**100,0**
Total		**Number**	**171**	**133**	**230**	**165**	**48**	**253**	**237**	**161**	**142**	**164**	**700**	**180**	**110**	**72**	**47**	**88**	**2 901**
		Per cent	**5,9**	**4,6**	**7,9**	**5,7**	**1,7**	**8,7**	**8,2**	**5,6**	**4,9**	**5,7**	**24,1**	**6,2**	**3,8**	**2,5**	**1,6**	**3,0**	**100,0**

Percentages calculated across municipalities, within KwaZulu-Natal
Other includes scooter, bicycle, animal drawn transport, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Learners using trains were likely to be located in eThekwini (51,2%) and uMkhanyakude DM (14,0%). Taxis were used mostly in eThekwini (40,6%), followed by Msunduzi LM (10,2%) and uThukela DM (6,4%) than anywhere else. Buses were used mostly in eThekwini (42,8%) and Newcastle (10,2%).

Scholars using cars and trucks as passengers were more likely to live in eThekwini (30,8%) and Msunduzi LM (13,4%). Scholars that drove themselves to their educational institutions were mostly found in eThekwini and in uMkhanyakude DM with about three thousand scholars for each municipality. About twenty per cent of scholars in eThekwini municipality (19,5%) used a bakkie taxi/tambai to travel to school. A significant percentage of scholars in Zululand DM (17,3%) and KwaDukuza LM (10,2%) also made use of a bakkie taxi/tambai.

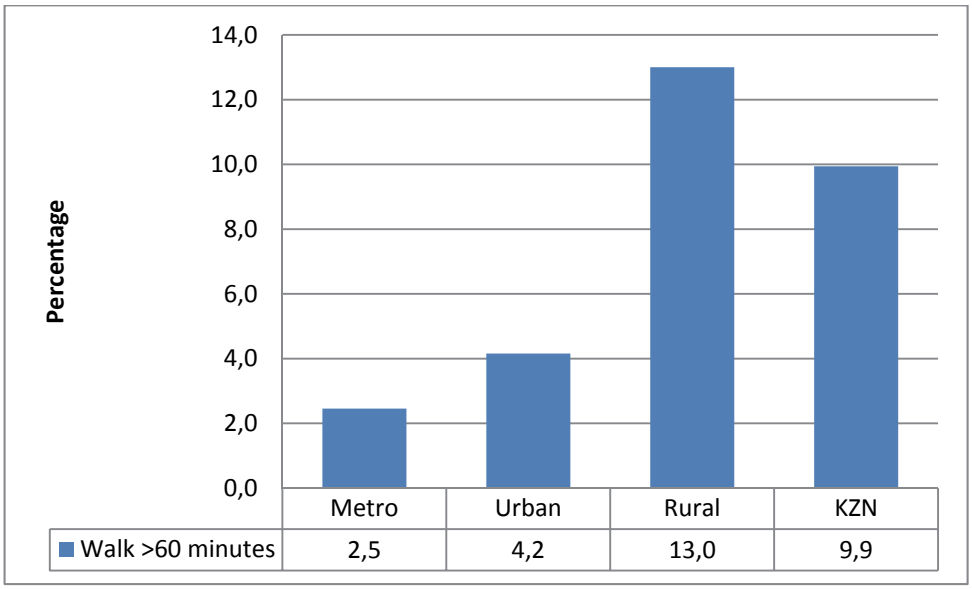
Table 4.7: Main mode of travel used to educational institution by type of educational institution

Mode of travel		Statistics (Numbers in thousands)	Pre-school	School	Higher education institution	Further education and training college	Other institutions	Total
Public transport	Train	Number	*	11	8	5	*	**25**
		Per cent	0,2	0,4	7,4	6,2	2,1	**0,8**
	Bus	Number	1	120	19	15	3	**158**
		Per cent	0,5	4,1	16,5	18,3	9,6	**4,7**
	Taxi	Number	29	306	44	42	10	**432**
		Per cent	12,3	10,6	38,5	52,6	30,9	**12,8**
Private transport	Car\truck driver	Number	3	8	11	1	3	**25**
		Per cent	1,1	0,3	9,6	1,1	8,4	**0,7**
	Car\ truck passenger	Number	48	294	15	4	2	**363**
		Per cent	20,1	10,1	13,2	4,5	4,9	**10,8**
Bakkie taxi/ tambai		Number	8	80	1	*	*	**90**
		Per cent	3,4	2,8	1,1	*	*	**2,7**
Walking all the way		Number	148	2 072	14	14	15	**2 263**
		Per cent	61,7	71,4	12,6	16,9	44,0	**67,2**
Other		Number	1	10	1	*	*	**13**
		Per cent	0,6	0,4	1,0	*	*	**0,4**
Total		**Number**	**240**	**2 901**	**114**	**80**	**34**	**3 369**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

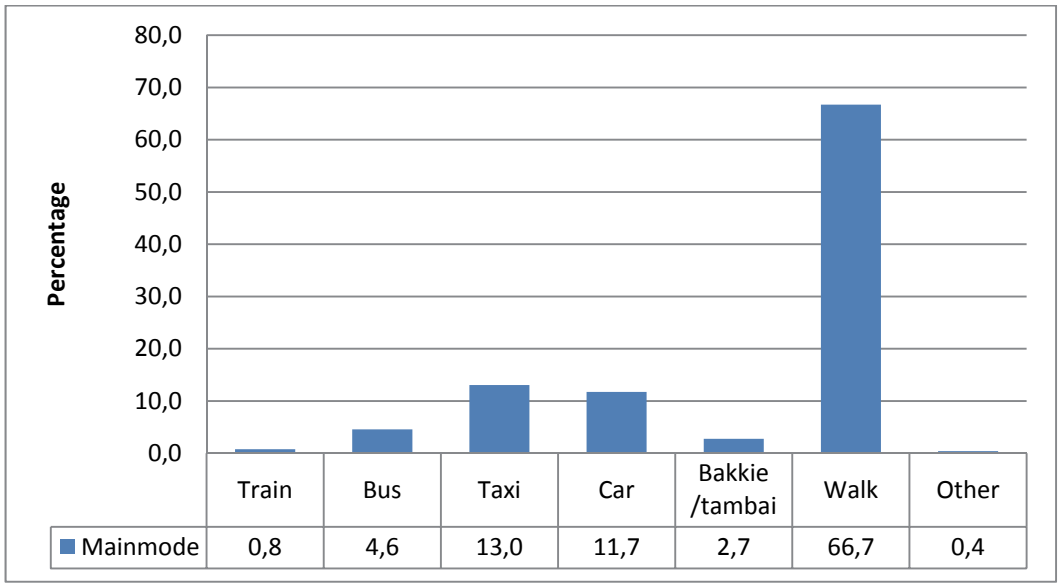
Table 4.7 shows the different modes of travel used by learners to reach their educational institutions. Of the 3,3 million learners in the province, more than half of them (2,2 million) walked all the way to their educational institutions. Taxis were used by 12,8% of the learners, followed by car/truck as passengers (10,8%). A bakkie taxi/ tambai (2,7%) was used more than trains (0,8%). Learners who attended higher educational institutions mostly used taxis (38,5%) and buses (16,5%). They were more likely to drive cars/trucks (9,6%) compared to learners in other institutions. Six out of ten (61,7%) learners who attended pre-school walked all the way and 20,1% were passengers in cars/trucks.

Figure 4.3: Percentage of learners walking all the way, for more than 60 minutes, to their educational institution by geographic location



In KwaZulu-Natal, about 10% of learners walked all the way for more than 60 minutes to their educational institutions. Rural learners (13%) were more likely to walk for more than 60 minutes as compared to learners in urban areas (4,2%) or metropolitan areas (2,5%).

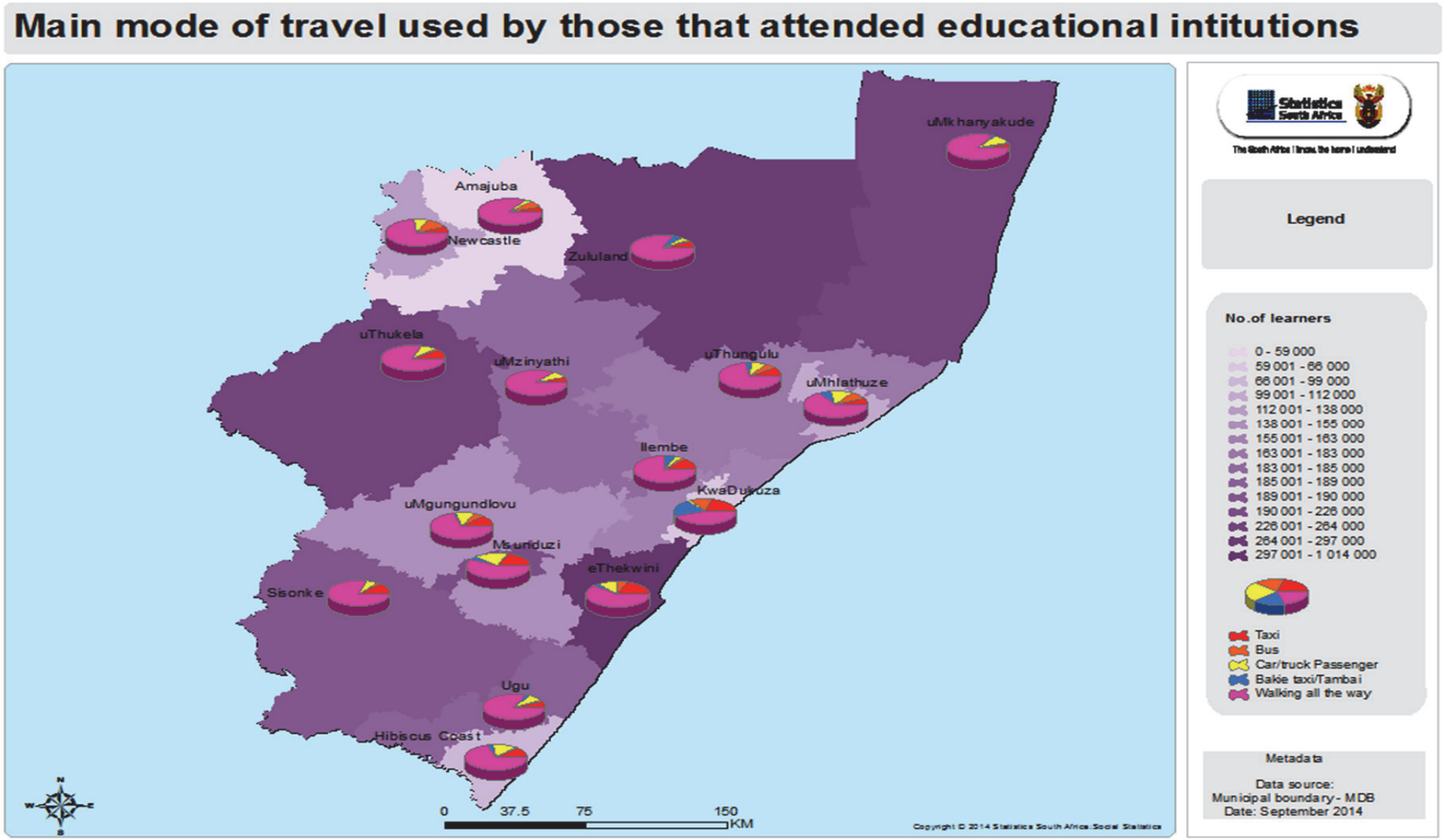
Figure 4.4: Main mode of travel to educational institution



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

Figure 4.4: shows the main mode of transport used by learners to get to their educational institutions in KwaZulu-Natal. About two-thirds (66,7%) of learners walked all the way to their educational institutions, 13,0% of learners used taxis, 11,7% using cars and 4,6% used buses. Bakkie taxi/tambai (2,7%) and trains (0,8%) were the least used in the province.

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



4.3 Departure, waiting, arrival and total travel times

This section focuses on the departure time for learners to their educational institutions, the time taken to walk to the first mode of transport and time spent waiting for the first mode of transport, time taken to walk to educational institution after the first transport, and the overall travel time.

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

Municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within district)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Ugu	196	15,2	21,9	61,0	1,9	**100,0**
uMgungundlovu	156	9,1	20,9	66,0	4,1	**100,0**
uThukela	265	13,3	22,4	61,1	3,3	**100,0**
uMzinyathi	188	11,6	23,2	64,1	1,2	**100,0**
Amajuba	54	6,5	20,3	69,4	3,8	**100,0**
Zululand	294	19,2	21,3	55,2	4,3	**100,0**
uMkhanyakude	262	31,2	30,1	36,9	1,8	**100,0**
uThungulu	185	23,7	27,8	47,1	1,4	**100,0**
iLembe	164	17,6	23,2	58,5	0,8	**100,0**
Sisonke	193	8,4	13,2	74,4	4,0	**100,0**
eThekwini	1 058	11,6	22,1	61,2	5,0	**100,0**
Msunduzi	230	8,3	25,0	60,3	6,4	**100,0**
Newcastle	137	5,7	14,8	75,0	4,5	**100,0**
uMhlathuze	116	22,3	26,8	40,7	10,2	**100,0**
KwaDukuza	61	5,2	8,0	84,7	2,1	**100,0**
Hibiscus Coast	99	14,7	28,0	56,9	0,4	**100,0**
KwaZulu-Natal	**3 659**	**14,3**	**22,5**	**59,4**	**3,8**	**100,0**

Percentages calculated within municipalities
Totals do not include 'unspecified'

According to Table 4.8, the majority of learners (59,4%) in KwaZulu-Natal left home between 07:00 and 07:59 to go to their educational institutions, followed by those who left between 06:30 and 06:59 (22,5%). Some learners (14,3%) left before 06:30 and 3,8% left home at 08:00 or later. Learners in uMhlathuze LM were more likely to leave home 08:00 or later (10,2%). uMkhanyakude DM had the highest proportion (31,2%) of learners who left home before 06:30 to go to their educational institutions.

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

Municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within municipality)			
		Up to 15 min.	16–30 min.	31 plus min.	Total
Ugu	35	90,2	9,3	0,5	**100,0**
uMgungundlovu	48	92,2	7,2	0,6	**100,0**
uThukela	56	89,7	6,4	3,9	**100,0**
uMzinyathi	26	96,9	3,1	*	**100,0**
Amajuba	11	92,2	4,6	3,1	**100,0**
Zululand	44	94,1	4,5	1,4	**100,0**
uMkhanyakude	38	89,1	8,2	2,7	**100,0**
uThungulu	50	79,2	14,2	6,6	**100,0**
iLembe	38	86,8	10,4	2,8	**100,0**
Sisonke	31	91,2	8,8	*	**100,0**
eThekwini	455	91,6	5,6	2,8	**100,0**
Msunduzi	100	97,2	2,7	0,1	**100,0**
Newcastle	41	91,4	8,1	0,5	**100,0**
uMhlathuze	39	92,0	7,1	1,0	**100,0**
KwaDukuza	31	89,6	10,4	*	**100,0**
Hibiscus Coast	31	95,9	2,8	1,3	**100,0**
KwaZulu-Natal	**1 074**	**91,5**	**6,4**	**2,1**	**100,0**

Percentages calculated within municipalities
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 4.9 shows the time learners took to walk to their first transport. About 1,1 million learners indicated that they had to walk to their first transport. Nine out of ten learners (91,5%) walked for up to 15 minutes to their first transport, followed by those who walked for about 16–30 minutes with (6,4%). Only 2,1% of learners walked for more than 30 minutes.

Learners in uThungulu D (6,6%) and uThukela DM (3,9%) were more likely to walk for more than 30 minutes to their first transport. Msunduzi LM had the highest proportion of learners (97,2%) that walked for up to 15 minutes to their first transport.

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

Municipality	Number of learners who wait for 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
Ugu	34	27	79,9	5	13,8	2	6,3
uMgungundlovu	47	44	94,0	2	4,6	1	1,4
uThukela	54	49	91,3	4	7,8	*	*
uMzinyathi	25	24	94,1	1	5,9	*	*
Amajuba	12	11	96,6	*	*	*	*
Zululand	41	36	88,4	4	8,9	1	2,7
uMkhanyakude	39	35	91,4	2	4,7	1	3,8
uThungulu	50	46	93,1	3	5,4	*	*
iLembe	21	20	96,0	*	*	*	*
Sisonke	29	28	98,8	*	*	*	*
eThekwini	450	424	94,4	21	4,8	4	0,9
Msunduzi	100	95	95,1	4	4,0	1	0,9
Newcastle	42	41	97,0	*	*	*	*
uMhlathuze	35	30	85,9	*	*	*	*
KwaDukuza	32	28	85,1	*	*	*	*
Hibiscus Coast	31	30	95,3	*	*	*	*
KwaZulu-Natal	**1 040**	**969**	**93,1**	**60**	**5,7**	**12**	**1,1**

Percentages calculated within municipalities
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

About 1 million learners waited for their first transport to arrive in KwaZulu-Natal. It was found that 93,1% of learners waited for the transport up to 15 minutes, followed by those who waited for 16–30 minutes with (5,7%). Only 1,1% of learners waited for more than 30 minutes.

Sisonke DM (98,8%), Newcastle LM (97%), Amajuba D (96,6%) and iLembe D (96,0%) had the highest percentage of learners who waited for up to 15 minutes for their first transport, while Ugu D (13,8%), Zululand DM (8,9%) and uThukela DM (7,8%) had the highest number of people who waited between 16–30 minutes. Ugu D (6,3%) had the highest percentage of learners who waited for more than 30 minutes for the first transport.

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

Municipality	Number of persons who walk at the end of the trip ('000)	Walking time (per cent within municipality)			
		Up to 15 min.	16–30 min.	31 plus min.	Total
Ugu	32	77,5	11,3	11,2	**100,0**
uMgungundlovu	46	96,6	1,1	2,3	**100,0**
uThukela	51	82,6	13,0	4,3	**100,0**
uMzinyathi	25	90,2	1,9	7,9	**100,0**
Amajuba	11	76,9	9,8	13,3	**100,0**
Zululand	32	93,9	2,7	3,5	**100,0**
uMkhanyakude	32	95,6	3,8	0,6	**100,0**
uThungulu	46	95,1	1,7	3,1	**100,0**
iLembe	26	79,2	7,0	13,8	**100,0**
Sisonke	27	93,2	3,8	3,0	**100,0**
eThekwini	435	92,9	5,6	1,5	**100,0**
Msunduzi	100	97,3	1,9	0,8	**100,0**
Newcastle	39	90,4	3,5	6,1	**100,0**
uMhlathuze	29	96,0	4,0	*	**100,0**
KwaDukuza	29	81,8	12,3	5,9	**100,0**
Hibiscus Coast	31	100,0	*	*	**100,0**
KwaZulu-Natal	**990**	**92,0**	**5,1**	**2,9**	**100,0**

Percentages calculated within municipalities
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Of the 990 000 learners that walked at the end of their trips to reach their educational institutions, 92,0% of them walked up to 15 minutes, while 5,1% walked between 16–30 minutes and only 2,9% of learners had to walk for more than 30 minutes. All learners in Hibiscus Coast LM walked up to 15 minutes at the end of their trip. Approximately 97,0% of the learners in uMgungundlovu D walked up 15 minutes, 1,1% walked for 16–30 minutes. In Amajuba D, about 76,9% walked for up to 15 minutes, while 13,3% walked for 16–30 minutes at the end of the trip to reach their educational institutions.

Municipalities with the highest percentage of learners who walked for more than 30 minutes at the end of their trip were iLembe D (13,9%), Amajuba D (13,3%) and Ugu D (11,2%).

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Bus																	
Mean	51	62	79	35	71	60	51	75	51	48	59	76	63	80	54	48	**62**
1–30	28,0	3,3	19,7	43,8	22,9	33,3	54,6	7,1	44,8	67,9	21,0	*	17,4	3,6	25,5	41,2	**19,8**
31–60	38,4	55,7	16,2	56,2	14,7	27,2	27,4	50,3	33,9	*	43,4	47,5	49,5	48,9	47,9	58,8	**42,7**
61 plus	33,6	41,0	64,1	*	62,4	39,5	18,1	42,6	21,3	32,1	35,6	52,5	33,1	47,5	26,6	*	**37,5**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi																	
Mean	67	50	51	47	60	48	43	60	62	55	51	57	51	46	44	58	**53**
1–30	21,5	37,7	43,7	45,5	6,2	47,5	59,2	28,7	34,9	35,6	31,7	34,2	44,7	47,0	46,0	11,1	**35,0**
31–60	35,3	40,0	30,4	28,9	69,7	29,5	29,1	38,0	20,3	27,7	44,5	30,4	27,3	43,0	49,9	59,0	**38,6**
61 plus	43,3	22,2	25,9	25,7	24,1	23,0	11,6	33,3	44,8	36,7	23,8	35,4	28,0	10,0	4,1	29,9	**26,4**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck driver																	
Mean	*	20	38	*	75	150	71	*	*	90	39	38	21	*	*	*	**43**
1–30	100,0	*	43,6	*	*	*	7,7	*	*	*	55,2	58,8	100,0	*	*	*	**51,8**
31–60	*	*	56,4	*	*	*	22,5	*	*	*	27,9	37,1	*	*	*	*	**27,1**
61 plus	*	*	*	*	100,0	100,0	69,9	*	*	100,0	17,0	4,1	*	*	*	*	**21,1**
Total	**100,0**	*	**100,0**	*	**100,0**	**100,0**	**100,0**	*	*	**100,0**	**100,0**	**100,0**	**100,0**	*	*	*	**100,0**

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Car\bakkie\truck passenger																	
Mean	41	38	47	37	44	45	53	40	57	48	35	36	36	36	10	41	**39**
1–30	57,1	49,3	45,1	51,3	15,2	40,2	41,2	60,0	20,1	37,6	61,8	55,3	64,4	56,0	100,0	48,7	**54,5**
31–60	26,5	38,2	36,7	44,3	84,8	44,2	37,3	31,5	60,9	45,7	29,5	36,1	30,1	32,1	*	35,0	**34,3**
61 plus	16,4	12,5	18,1	4,4	*	15,6	21,5	8,5	18,9	16,7	8,7	8,6	5,5	11,9	*	16,3	**11,2**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way																	
Mean	43	34	40	39	38	38	50	43	45	34	32	34	34	31	33	38	**38**
1–30	46,0	63,8	60,8	56,5	57,1	60,1	44,0	55,6	44,0	59,7	67,4	62,1	66,5	73,4	75,4	52,2	**58,8**
31–60	40,4	28,2	25,7	36,5	33,3	28,5	35,4	29,5	43,8	34,0	27,8	31,1	30,4	17,5	21,4	33,9	**31,2**
61 plus	13,5	8,0	13,5	7,0	9,6	11,4	20,6	14,9	12,2	6,3	4,7	6,8	3,2	9,1	3,2	13,8	**9,9**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Trains not presented because it has insignificant numbers

The majority of learners who used buses (42,7%) and taxis (38,6%) travelled for 31-60 minutes to their educational institutions. On the other hand, those who drove (51,8%), who were passengers in cars/trucks/bakkies (54,5%) and walked all the way (58,8%) travelled for up to 30 minutes.

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

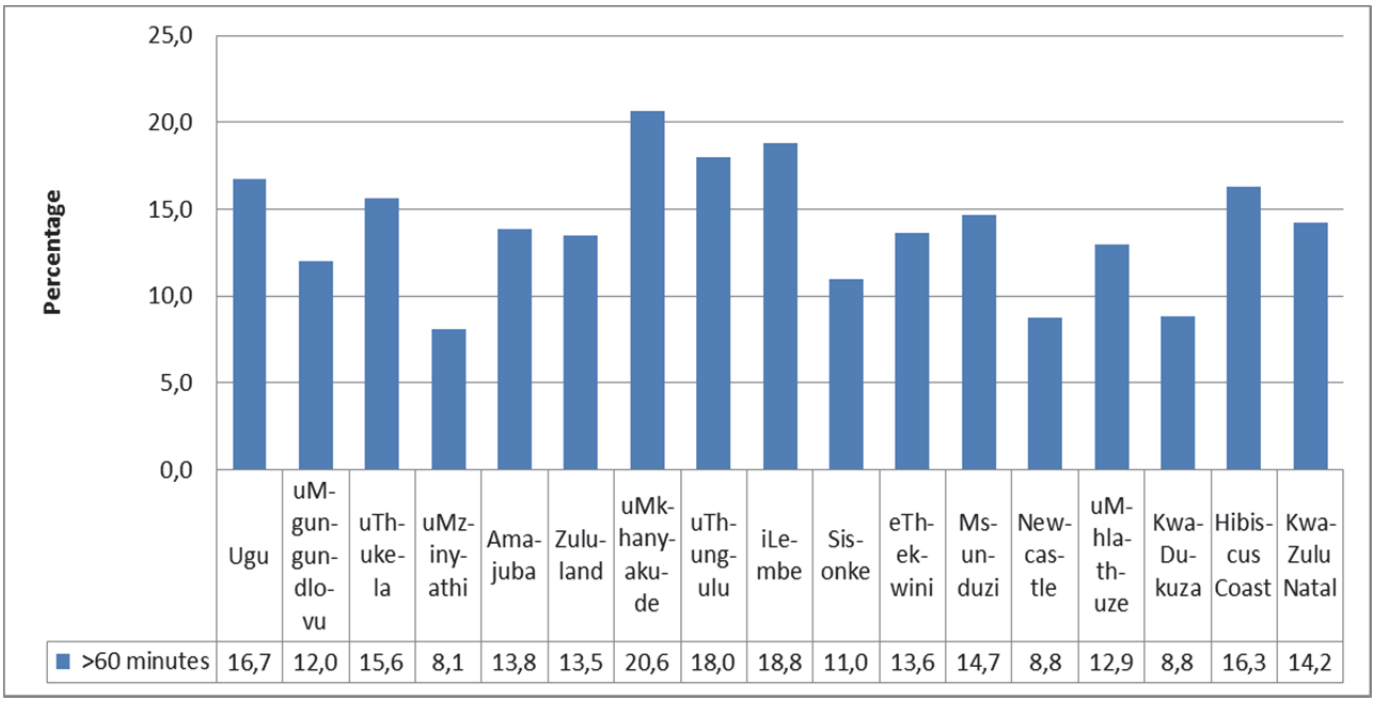


Figure 4.5 shows the percentage of learners who travelled for more than 60 minutes to reach their educational institution in KwaZulu-Natal. It was found that learners from uMkhanyakude DM (20,6%) were more likely to travel for more than 60 minutes, followed by learners from iLembe D and uThungulu D, with 18,8% and 18,0% respectively. uMzinyathi DM had the least number of learners that travelled for more than 60 minutes.

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

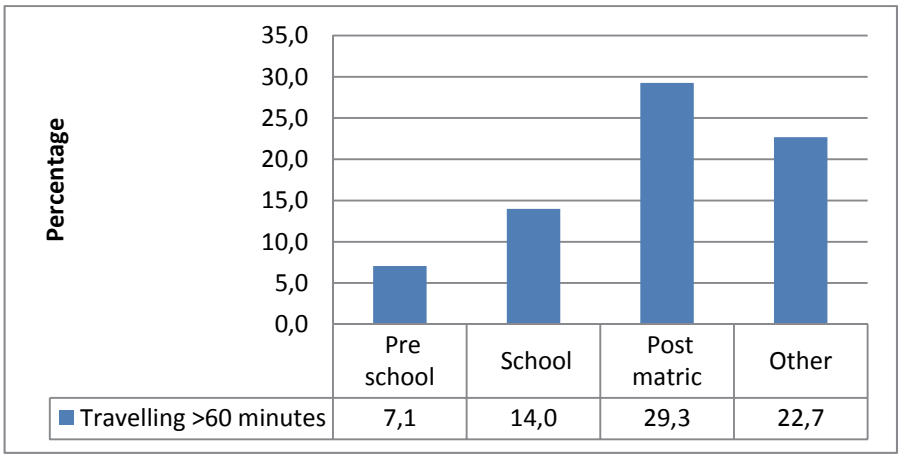


Figure 4.6 indicates the percentage of learners who travelled for more than 60 minutes to reach pre-school, school, tertiary, or other educational institutions. Tertiary learners (29,3%) were more likely to travel for more than 60 minutes to their educational institutions, followed by those who attended school (14,0%) and pre-school (7,1%).

4.4 Monthly cost of transport

Monthly cost of transport is summarised in this section.

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

Mode and monthly payment in rand	Municipality (Per cent within municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Bus																	
Mean (Rand)	422	380	224	139	290	275	213	291	317	254	352	531	282	302	991	450	**360**
1–100	*	6,6	25,8	*	12,6	4,0	*	*	*	*	11,1	*	*	*	*	*	**7,6**
101-200	*	26,2	37,7	100,0	22,5	31,1	73,6	29,5	*	*	10,0	5,1	14,0	*	52,7	*	**16,5**
200+	100,0	67,2	36,5	*	64,9	64,9	26,4	70,5	100,0	100,0	78,9	94,9	86,0	100,0	47,3	100,0	**75,9**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi																	
Mean (Rand)	413	405	380	227	271	271	200	279	369	280	338	463	400	250	235	362	**341**
1–100	7,5	16,6	17,1	6,6	37,4	7,3	33,6	17,5	6,6	18,3	5,1	6,0	*	10,4	11,9	*	**8,2**
101-200	23,4	16,0	20,8	34,3	24,4	41,6	21,7	25,5	11,9	23,7	12,2	14,5	7,4	13,3	32,4	13,7	**17,3**
200+	69,2	67,4	62,0	59,1	38,2	51,1	44,7	57,0	81,4	58,0	82,6	79,5	92,6	76,3	55,7	86,3	**74,5**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Mode and monthly payment in rand	Municipality (Per cent within municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Car\bakkie\truck driver																	
Mean (Rand)	*	2 000	120	*	600	1 800	525	250	*	2 000	1 710	1 395	320	*	*	*	**1 421**
1–100	*	*	*	*	8,8	*	*	*	*	*	*	16,9	*	*	*	*	**5,2**
101-200	*	100,0	*	*	81,1	*	*	100,0	*	*	*	6,8	*	*	*	*	**11,8**
200+	100,0	*	100,0	100,0	10,0	100,0	100,0	*	*	100,0	100,0	76,3	100,0	*	*	*	**83,0**
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**	*	*	*	**100,0**
Car\bakkie\truck passenger																	
Mean (Rand)	234	292	287	149	162	136	221	149	453	176	378	358	260	222	250	184	**279**
1–100	20,2	18,2	36,5	29,8	*	39,5	37,4	51,1	21,2	35,6	8,0	11,9	3,8	*	*	*	**20,5**
101-200	37,6	35,0	18,8	40,2	70,5	48,5	41,7	26,4	23,2	11,3	22,6	31,2	19,7	46,7	65,9	70,3	**31,9**
200+	42,3	46,8	44,6	29,9	29,5	12,0	21,0	22,4	55,5	53,1	69,4	56,9	76,4	53,3	34,1	29,7	**47,6**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Trains not included because it has insignificant numbers

Of all the modes of travel, a car/bakkie/truck as a passenger was the least expensive for learners to use with a mean of R279 a month. Driving to educational institutions was more expensive (R1 401).

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

5.1 Introduction

In their revised strategic plan for 2010/11 to 2014/15, the KwaZulu-Natal Department of Transport strives to promote an integrated land transport system through the creation of a well-managed, integrated land transportation system that is accessible to all the people of KwaZulu-Natal. The strategic plan intends to improve mobility to enhance access to employment in the province. The department also puts great emphasis on improvement in non-motorised transport, which features in the integrated transport plans in all municipalities that already have conducted the integrated plans. This section highlights worker related travel patterns and modes of transport used, ranging from motorised to non-motorised transport. The affordability of public transport is important in provincial and district transport plans. For example, uThukela district notes that people should not spend more than 10% of their disposable income. This section could help in planning and designing an integrated public transport network in the province.

This section focuses on work related travel patterns for persons aged 15 years and older. It presents the following information about the workers: work status, geographic location, income quintiles and number of days workers travelled.

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

Indicator	Statistics	Municipality																
		Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Worker status																		
Workers	Number	65	94	114	50	26	117	91	74	62	65	1 166	178	89	97	73	66	**2 429**
	%	2,7	3,9	4,7	2,0	1,1	4,8	3,8	3,0	2,6	2,7	48,0	7,3	3,7	4,0	3,0	2,7	**100,0**
Disabled	Number	3	4	6	1	1	9	2	3	*	2	22	5	5	*	2	*	**67**
	%	4,0	6,2	9,0	1,8	1,6	12,8	2,3	4,1	*	2,5	32,4	8,0	7,3	*	3,4	*	**100,0**
Geographic location																		
Metro	Number	*	*	*	*	*	*	*	*	*	*	1 034	*	*	*	*	*	**1 034**
	%	*	*	*	*	*	*	*	*	*	*	100,0	*	*	*	*	*	**100,0**
Urban	Number	5	46	50	19	3	46	11	16	11	28	*	146	70	31	66	26	**574**
	%	0,8	7,9	8,7	3,4	0,6	7,9	1,9	2,9	2,0	4,9	*	25,4	12,3	5,4	11,5	4,5	**100,0**
Rural	Number	60	49	64	30	23	71	80	58	51	37	133	32	19	66	7	40	**821**
	%	7,4	6,0	7,8	3,7	2,8	8,7	9,8	7,0	6,2	4,5	16,2	4,0	2,3	8,0	0,8	4,9	**100,0**

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

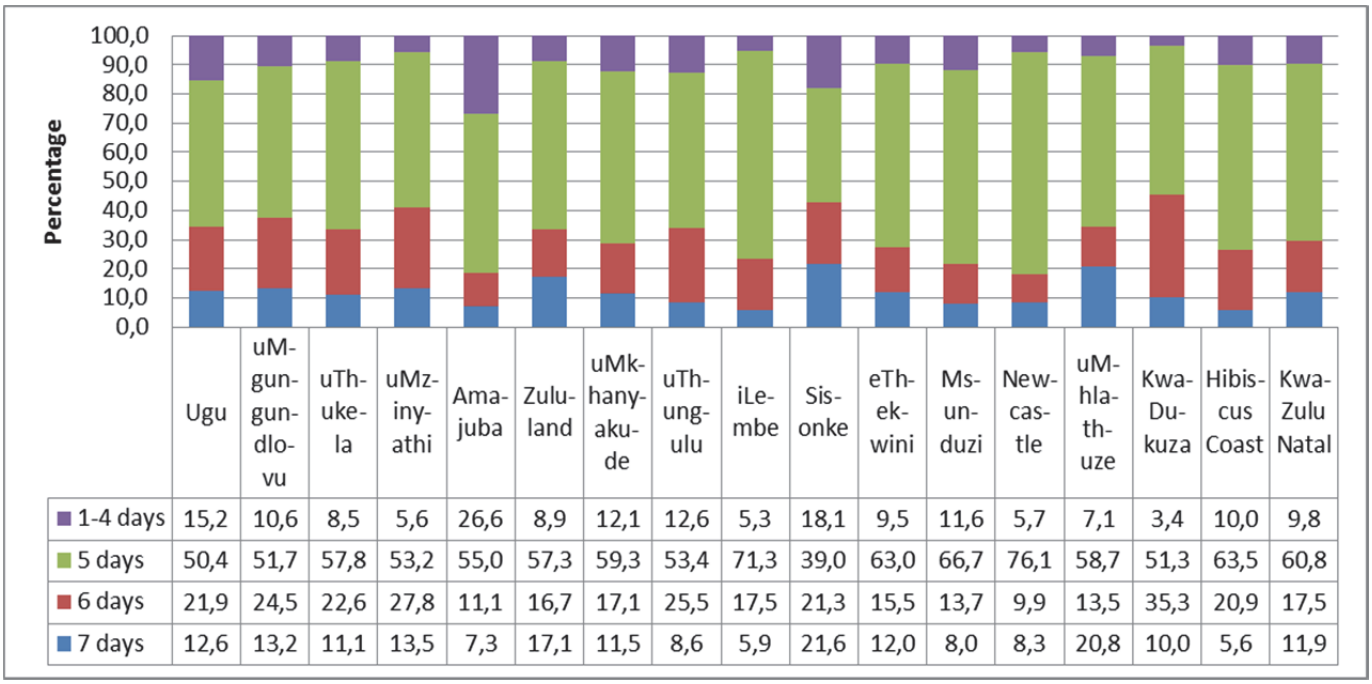
Indicator		Municipality																
		Statistics	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Household income quintiles																			
Quintile 1 (Lowest income quintile)	Number	1	2	3	1	*	4	3	1	4	2	9	2	*	2	2	*	**37**
	%	2,4	5,3	8,2	3,1	*	10,5	9,0	4,1	9,6	5,3	25,4	5,0	*	5,6	4,4	*	**100,0**
Quintile 2	Number	25	13	28	11	12	30	33	16	14	21	104	21	15	8	21	15	**384**
	%	6,6	3,3	7,2	2,9	3,0	7,7	8,5	4,1	3,6	5,5	27,1	5,6	3,8	2,0	5,4	3,8	**100,0**
Quintile 3	Number	18	30	33	12	8	33	22	14	12	15	227	40	23	16	13	23	**539**
	%	3,3	5,6	6,1	2,2	1,4	6,2	4,1	2,5	2,2	2,9	42,2	7,5	4,2	2,9	2,4	4,2	**100,0**
Quintile 4	Number	13	30	30	13	4	24	24	25	18	16	368	53	26	36	27	18	**723**
	%	1,9	4,1	4,1	1,8	0,6	3,3	3,3	3,4	2,5	2,2	50,9	7,4	3,5	5,0	3,7	2,5	**100,0**
Quintile 5 (Highest income quintile)	Number	7	20	21	13	2	26	10	19	16	11	458	61	26	35	11	11	**747**
	%	1,0	2,7	2,8	1,7	0,3	3,5	1,3	2,5	2,1	1,5	61,4	8,2	3,5	4,7	1,5	1,5	**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
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Nearly half of the workers in the province stay in eThekwini (48,0%) as indicated in Table 5.1. The lowest percentage of workers were found in Amajuba D (1,1%). Of the 67 000 disabled workers in KwaZulu-Natal, 32,4% were in eThekwini and only 1,2% in iLembe D.

As might be expected, there are roughly more than one million workers in the metropolitan area of eThekwini. A quarter (25,4%) of workers in urban areas are from Msunduzi LM, followed by Newcastle LM (12,3%) and KwaDukuza LM (11,5%). The highest percentage of workers classified as rural came from eThekwini municipality (16,2%) and uMkhanyakude DM (9,8%).

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
1-4 days	15,2	10,6	8,5	5,6	26,6	8,9	12,1	12,6	5,3	18,1	9,5	11,6	5,7	7,1	3,4	10,0	9,8
5 days	50,4	51,7	57,8	53,2	55,0	57,3	59,3	53,4	71,3	39,0	63,0	66,7	76,1	58,7	51,3	63,5	60,8
6 days	21,9	24,5	22,6	27,8	11,1	16,7	17,1	25,5	17,5	21,3	15,5	13,7	9,9	13,5	35,3	20,9	17,5
7 days	12,6	13,2	11,1	13,5	7,3	17,1	11,5	8,6	5,9	21,6	12,0	8,0	8,3	20,8	10,0	5,6	11,9

Percentages calculated within municipalities

Figure 5.1 indicates that most workers in KwaZulu-Natal worked for five days a week. About 61% of workers mentioned that they worked for five days a week, followed by 17,5% who worked for six days, 11,9% who worked for seven days and 9,8% who worked for less than five days.

More than three-quarters (76,1%) of workers in Newcastle LM worked for five days a week, followed by 71,3% in iLembe D and 66,7% in Msunduzi LM. The lowest percentage of workers who worked for five days per week were found in Sisonke DM (39,0%) and Ugu D (50,4%). Workers in Sisonke DM (21,6%) and uMhlathuze LM (20,8%) were more likely to work for seven days per week.

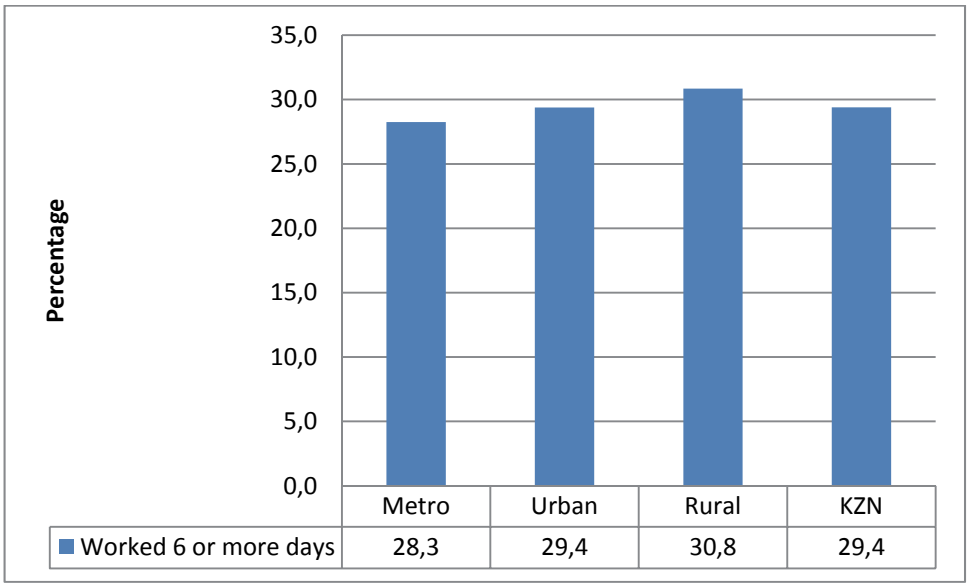
Table 5.2: Number of days travelled to place of work per week by municipality

Municipality	Statistics ('000)	Days worked			
		1–4 days	5 days	6 plus days	Total
Ugu	Number	10	32	22	63
	Per cent	15,2	50,4	34,5	100,0
uMgungundlovu	Number	9	45	33	87
	Per cent	10,6	51,7	37,7	100,0
uThukela	Number	9	62	36	107
	Per cent	8,5	57,8	33,6	100,0
uMzinyathi	Number	3	25	19	47
	Per cent	5,6	53,2	41,3	100,0
Amajuba	Number	6	13	4	24
	Per cent	26,6	55,0	18,4	100,0
Zululand	Number	10	62	37	108
	Per cent	8,9	57,3	33,7	100,0
uMkhanyakude	Number	10	49	24	83
	Per cent	12,1	59,3	28,6	100,0
uThungulu	Number	8	36	23	67
	Per cent	12,6	53,4	34,1	100,0
iLembe	Number	3	41	14	58
	Per cent	5,3	71,3	23,4	100,0
Sisonke	Number	10	22	24	57
	Per cent	18,1	39,0	42,9	100,0
eThekwini	Number	104	690	301	1 095
	Per cent	9,5	63,0	27,5	100,0
Msunduzi	Number	20	114	37	171
	Per cent	11,6	66,7	21,7	100,0
Newcastle	Number	5	63	15	82
	Per cent	5,7	76,1	18,2	100,0
uMhlathuze	Number	6	53	31	91
	Per cent	7,1	58,7	34,2	100,0
KwaDukuza	Number	2	36	32	71
	Per cent	3,4	51,3	45,3	100,0
Hibiscus Coast	Number	6	39	16	62
	Per cent	10,0	63,5	26,5	100,0
KwaZulu-Natal	Number	**222**	**1 384**	**668**	**2 274**
	Per cent	**9,8**	**60,8**	**29,4**	**100,0**
Geographic location					
Metro	Number	84	614	275	972
	Per cent	8,6	63,1	28,3	100,0
Urban	Number	41	341	159	541
	Per cent	7,6	63,0	29,4	100,0
Rural	Number	97	429	235	761
	Per cent	12,7	56,4	30,8	100,0

Percentages calculated within municipalities.

Across all geographical locations, the majority of workers travelled to their workplace five days per week. Workers in the rural areas (30,8%) were more likely to work for 6 days or more per week compared to those in metropolitan and urban areas.

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



Percentages calculated within geographic locations

Figure 5.2 presents the proportion of workers who worked at least six days per week in KwaZulu-Natal. Nearly 30% of workers (29,4%) worked six or more days per week in the province. Workers in rural areas (30,8%) were more likely to work six or more days per week than workers in urban (29,4%) and metropolitan (28,3%) areas.

5.2 Modes of travel

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

Indicator	Statistic ('000)	Main mode						
		Public transport			Private transport		Walk all the way	Other
		Train	Bus	Taxi	Car/truck company car driver	Car/truck passenger		
Municipality								
Ugu	Number	*	1	18	9	5	26	3
	Per cent	*	2,0	28,6	14,5	8,3	41,9	4,1
uMgungundlovu	Number	*	7	20	15	14	32	1
	Per cent	*	7,8	22,3	16,8	15,4	36,4	1,4
uThukela	Number	*	3	47	23	4	30	*
	Per cent	*	3,1	43,8	21,1	4,1	27,5	*
uMzinyathi	Number	*	1	7	11	6	21	*
	Per cent	*	1,7	15,4	24,3	13,1	45,4	*
Amajuba	Number	*	7	3	2	1	10	*
	Per cent	*	27,6	13,7	7,9	5,7	42,8	*
Zululand	Number	*	11	22	22	7	40	3
	Per cent	*	10,5	21,3	20,5	7,0	37,8	2,5
uMkhanyakude	Number	*	3	11	10	14	44	*
	Per cent	*	4,2	13,8	12,5	16,6	52,7	*
uThungulu	Number	*	8	11	16	8	25	1
	Per cent	*	11,4	15,2	23,3	11,8	36,6	1,7
iLembe	Number	*	*	32	3	3	18	*
	Per cent	*	*	56,3	4,7	5,6	32,1	*
Sisonke	Number	*	*	13	11	4	27	*
	Per cent	*	*	23,8	18,6	7,8	48,4	*
eThekwini	Number	58	80	435	319	61	118	7
	Per cent	5,4	7,4	40,4	29,6	5,7	10,9	0,7
Msunduzi	Number	*	12	69	48	13	27	*
	Per cent	*	6,8	40,6	28,4	7,7	15,6	*
Newcastle	Number	*	9	33	18	4	17	1
	Per cent	*	10,7	41,1	21,8	4,9	20,4	1,0
uMhlathuze	Number	*	11	26	26	6	17	*
	Per cent	*	12,0	29,6	29,5	6,9	18,9	*
KwaDukuza	Number	4	2	30	19	4	11	*
	Per cent	6,2	3,1	42,3	26,8	5,3	16,2	*
Hibiscus Coast	Number	*	*	27	13	5	16	*
	Per cent	*	*	43,0	20,9	8,9	25,9	*
KwaZulu-Natal	Number	**66**	**155**	**805**	**564**	**161**	**479**	**20**
	Per cent	**2,9**	**6,9**	**35,8**	**25,1**	**7,2**	**21,3**	**0,9**

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

Indicator	Statistic ('000)	Main mode						
		Public transport			Private transport		Walk all the way	Other
		Train	Bus	Taxi	Car/truck company car driver	Car/truck passenger		
Workers and disability status								
Total number of workers	Number	66	155	805	564	161	479	20
	Per cent	2,9	6,9	35,8	25,1	7,2	21,3	0,9
Disabled workers	Number	2	7	20	10	4	17	1
	Per cent	3,5	11,8	33,2	16,2	6,6	27,6	1,1
Geographic location of workers								
Metro workers	Number	51	75	356	304	57	104	6
	Per cent	5,3	7,9	37,3	31,9	6,0	10,9	0,7
Urban workers	Number	5	23	183	169	39	116	6
	Per cent	0,9	4,3	33,9	31,2	7,1	21,5	1,0
Rural workers	Number	11	57	266	91	65	259	8
	Per cent	1,4	7,5	35,2	12,0	8,6	34,2	1,0
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	*	3	9	2	2	12	*
	Per cent	*	12,0	33,4	5,6	5,7	42,3	*
Quintile 2	Number	11	25	125	24	20	142	1
	Per cent	3,2	7,3	35,9	7,0	5,7	40,6	0,4
Quintile 3	Number	19	49	207	53	27	138	5
	Per cent	3,8	9,9	41,5	10,6	5,5	27,8	1,0
Quintile 4	Number	23	47	285	136	54	127	8
	Per cent	3,4	6,9	42,0	20,0	7,9	18,6	1,2
Quintile 5 (Highest income quintile)	Number	13	30	178	349	58	60	5
	Per cent	1,8	4,4	25,7	50,3	8,4	8,6	0,8

The totals used to calculated 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
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other includes scooter, bicycle, animal drawn transport, etc.

According to Table 5.3, public transport was used by a significant percentage of workers (45,6%), while 32,3% used private transport. Slightly more than one in five workers walked all the way (21,3%) to their place of work. Of those who used public transport, 35,8% used taxis, followed by 6,9% that used buses as the main mode of travel. A quarter of workers (25,1%) used cars/bakkies as drivers.

eThekwini municipality had the highest percentage of workers who drove cars/bakkies (29,6%). Workers in iLembe D (56,3%) were more likely to use taxis to work, followed by workers in uThukela DM (43,8%). Buses were commonly used in Amajuba D (27,6%).

Workers in the metropolitan areas (5,3%) were more likely to use trains compared to their urban and rural counterparts. On the other hand, rural areas (34,2%) had the highest percentage of workers who walked all the way to their place of work. The report further shows that a significant percentage of workers in metropolitan areas (31,9%) drove cars/bakkies to work, followed by urban dwellers (31,2%) and rural dwellers (12,0%).

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

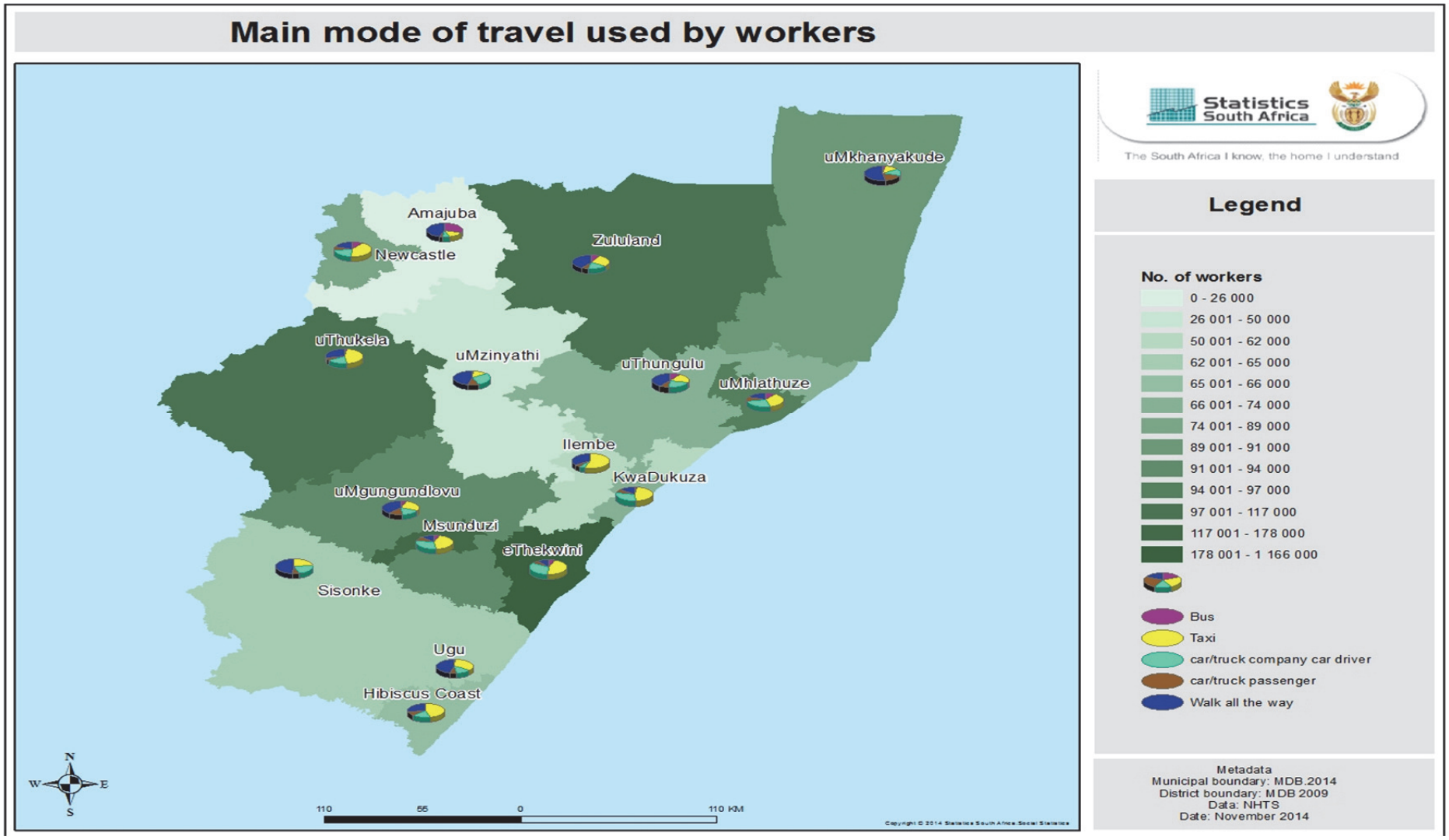


Table 5.4: Total number of trips to work using public transport by municipality

Municipality	Total number of trips ('000)			
	Train	Bus	Taxi	Total
Ugu	*	1	17	**19**
uMgungundlovu	*	6	19	**26**
uThukela	*	3	47	**50**
uMzinyathi	*	0	7	**8**
Amajuba	*	6	3	**9**
Zululand	*	11	22	**33**
uMkhanyakude	*	3	11	**14**
uThungulu	*	7	10	**18**
iLembe	*	*	32	**32**
Sisonke	*	*	13	**13**
eThekwini	58	79	435	**572**
Msunduzi	*	11	69	**80**
Newcastle	*	8	33	**42**
uMhlathuze	*	10	26	**38**
KwaDukuza	4	2	29	**36**
Hibiscus Coast	*	*	26	**27**
KwaZulu-Natal	**65**	**155**	**805**	**1 026**
% of all public transport trips	6,4	15,1	78,5	**100**

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

Table 5.4 describes the number of trips to work using public transport. More than three-quarters of workers (78,5%) using public transport used taxis, 15,1% used buses and only 6,4% used trains to travel to their place of work. Most of the workers in the province who used taxis as public transport were from eThekwini (435 000).

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

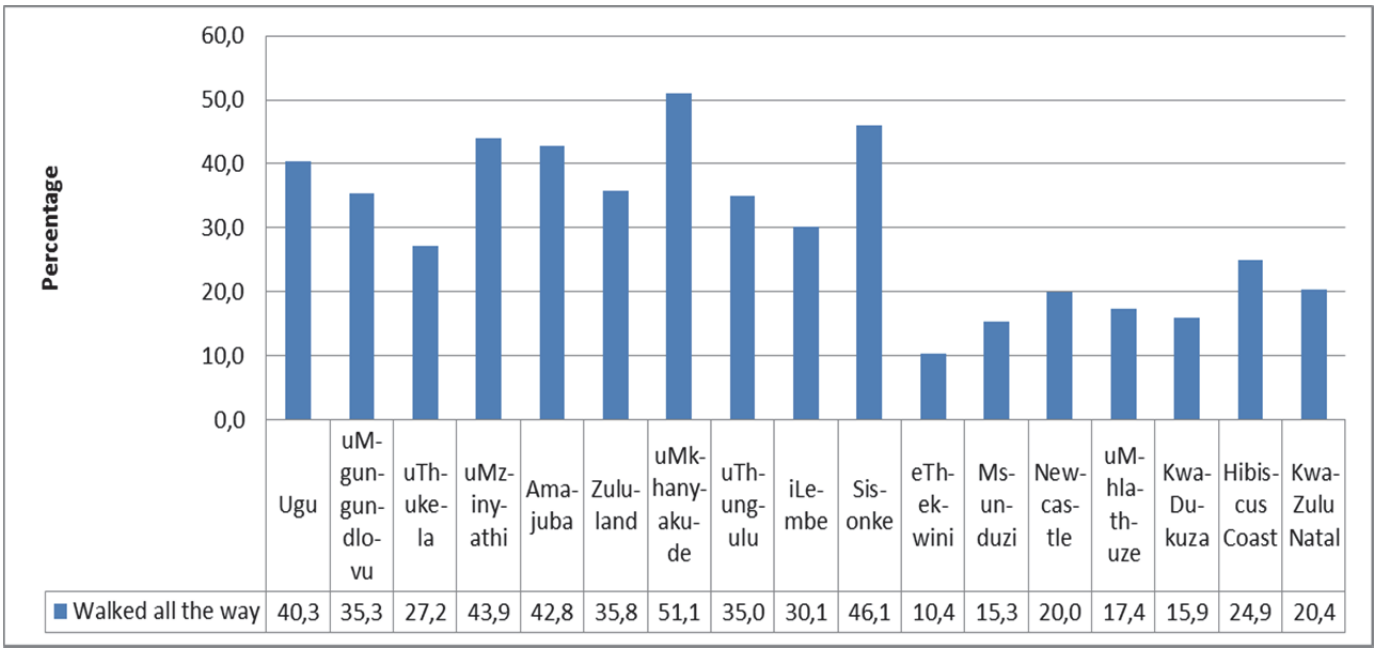


Figure 5.3 displays workers who walked all the way to place of work. Twenty per cent (20,4%) of the province's work force walked all the way to their place of work. Workers located in uMkhanyakude DM were more likely to walk all the way than workers in other municipalities. However, workers in eThekwini municipality were less likely to walk all the way to their workplace (10,4%).

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

Municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within KZN	% within municipality	Number ('000)	% within KZN	% within municipality	Number ('000)	% within KZN	% within municipality
Ugu	26	5,4	40,3	3	15,4	6,6	7	1,4	20,0
uMgungundlovu	32	6,7	35,3	*	*	*	12	2,4	21,5
uThukela	30	6,2	27,2	*	*	*	19	3,7	24,2
uMzinyathi	21	4,5	43,9	*	*	*	10	2,0	36,9
Amajuba	10	2,1	42,8	*	*	*	2	0,3	13,2
Zululand	40	8,3	35,8	3	15,9	3,6	19	3,7	27,6
uMkhanyakude	44	9,1	51,1	*	*	*	7	1,3	16,4
uThungulu	25	5,3	35,0	1	7,2	2,5	14	2,8	31,3
iLembe	18	3,8	30,1	*	*	*	2	0,5	5,8
Sisonke	27	5,7	46,1	*	*	*	8	1,6	25,0
eThekwini	118	24,6	10,4	6	35,7	0,6	297	58,0	29,4
Msunduzi	27	5,6	15,3	*	*	*	47	9,2	32,1
Newcastle	17	3,5	20,0	1	5,2	1,3	18	3,4	26,8
uMhlathuze	17	3,5	17,4	*	*	*	25	4,8	31,6
KwaDukuza	11	2,4	15,9	*	*	*	16	3,1	26,3
Hibiscus Coast	16	3,4	24,9	*	*	*	8	1,6	17,5
KwaZulu-Natal	**479**	**100,0**	**20,4**	**16**	**100,0**	**0,9**	**512**	**100,0**	**27,6**
Geographic Location									
Metro	104	21,7	10,3	5	31,4	0,6	284	55,5	31,7
Urban	116	24,3	21,0	5	27,5	1,0	157	30,6	36,2
Rural	259	54,0	32,8	7	41,0	1,3	71	13,9	13,6

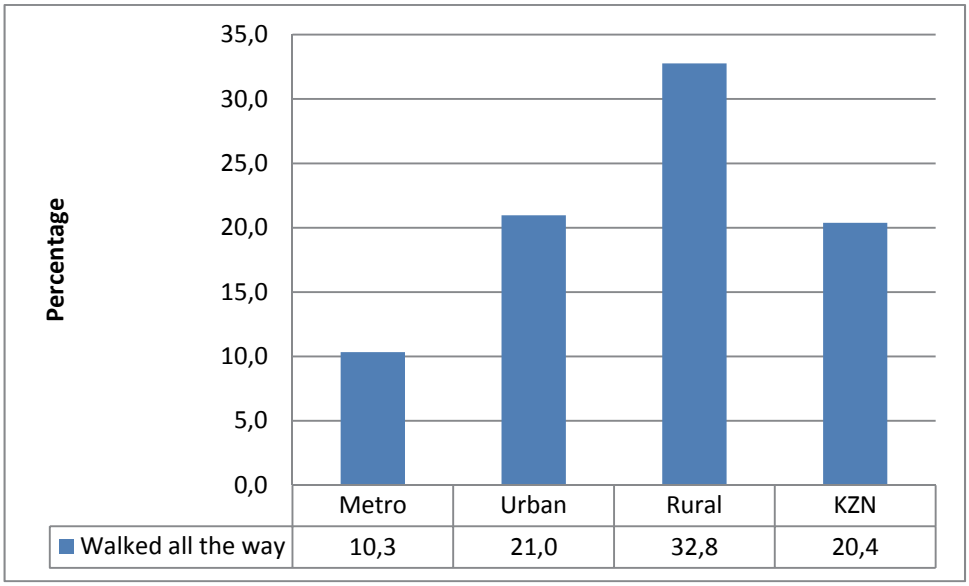
The totals used to calculate percentages excluded unspecified cases
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

In KwaZulu-Natal, 479 000 workers walked, 512 000 drove and only 16 000 cycled all the way to work. The highest percentage of workers who walked all the way to work were from eThekwini municipality (24,6%), followed by uMkhanyakude DM (9,1%). Amajuba D (2,1%) had the lowest percentage of workers who walked all the way.

Rural workers were more likely to walk and cycle all the way to work than workers in other geographic locations. While, workers who live in metropolitan areas turn to drove all the way to work. .

Most workers who cycled all the way to work were from eThekwini municipality (35,7%). Those who driver all the way to work were most likely to be found in eThekwini municipality (58,0%).

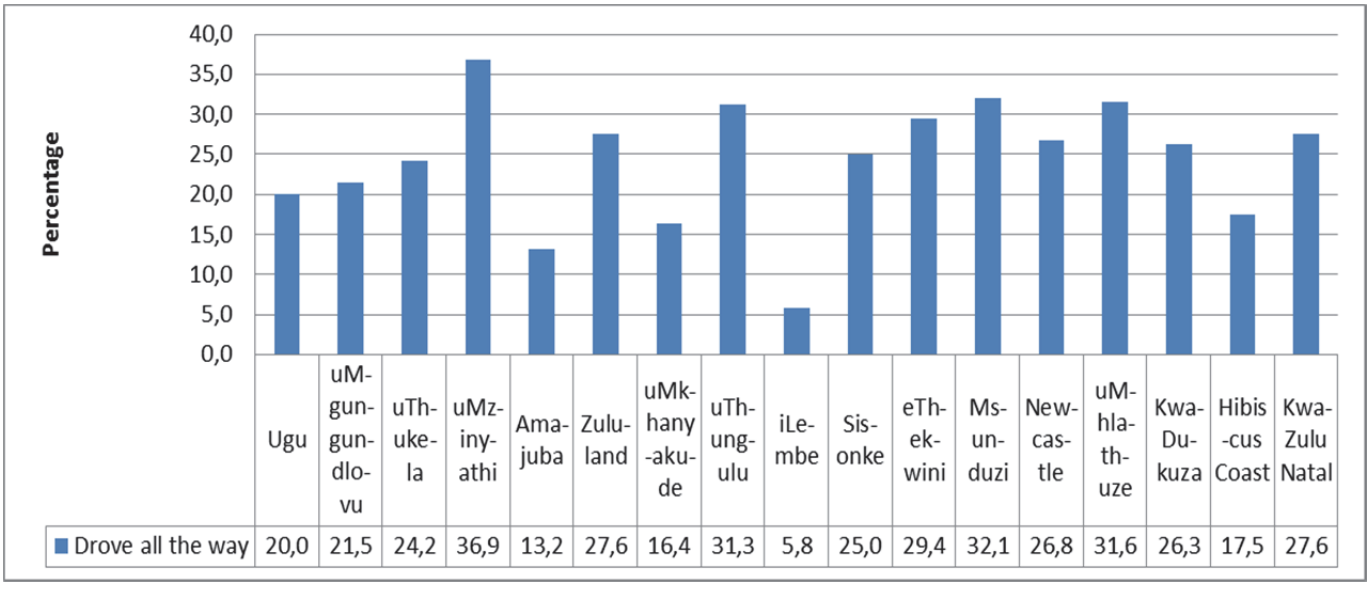
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within geographic areas

Figure 5.4 shows that about a third of workers in rural areas (32,8%) were more likely to walk all the way to work, 21,0% in urban and 10,3% in metropolitan area.

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



Percentages calculated within municipalities

In KwaZulu-Natal, 27,6% workers drove all the way to work. Municipalities where workers were more likely to drive all the way to work were uMzinyathi DM (36,9%) and Msunduzi LM (32,1%). iLembe D (5,8%) had the lowest proportion of workers who drove all the way to work.

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

Municipality	Statistics (numbers in thousands)	Mode of travel			
		Car/ bakkie	Minibus (private)	Other	Total
Ugu	Number	5	*	1	**7**
	Per cent	76,9	*	19,1	**100,0**
uMgungundlovu	Number	10	*	1	**12**
	Per cent	87,9	*	8,4	**100,0**
uThukela	Number	15	*	2	**17**
	Per cent	88,1	*	10,5	**100,0**
uMzinyathi	Number	9	*	*	**10**
	Per cent	90,4	*	*	**100,0**
Amajuba	Number	2	*	*	**2**
	Per cent	95,7	*	*	**100,0**
Zululand	Number	18	*	*	**19**
	Per cent	96,7	*	*	**100,0**
uMkhanyakude	Number	6	*	*	**7**
	Per cent	82,6	*	*	**100,0**
uThungulu	Number	13	*	1	**14**
	Per cent	90,8	*	9,2	**100,0**
iLembe	Number	2	*	*	**2**
	Per cent	87,8	*	*	**100,0**
Sisonke	Number	6	*	*	**7**
	Per cent	82,7	*	*	**100,0**
eThekwini	Number	276	5	8	**289**
	Per cent	95,5	1,6	2,9	**100,0**
Msunduzi	Number	44	*	*	**45**
	Per cent	98,0	*	*	**100,0**
Newcastle	Number	16	*	*	**17**
	Per cent	92,1	*	*	**100,0**
uMhlathuze	Number	20	*	2	**22**
	Per cent	91,6	*	8,4	**100,0**
KwaDukuza	Number	14	*	*	**15**
	Per cent	90,5	*	*	**100,0**
Hibiscus Coast	Number	7	*	*	**7**
	Per cent	92,9	*	*	**100,0**
KwaZulu-Natal	**Number**	**461**	**10**	**20**	**490**
	Per cent	**93,9**	**2,0**	**4,1**	**100,0**

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

The highest percentage of workers who drove all the way to their place of work used cars or bakkies (93,9%), while 2,0% used buses. Ugu D workers were less likely to drive cars or bakkies compared to other municipalities.

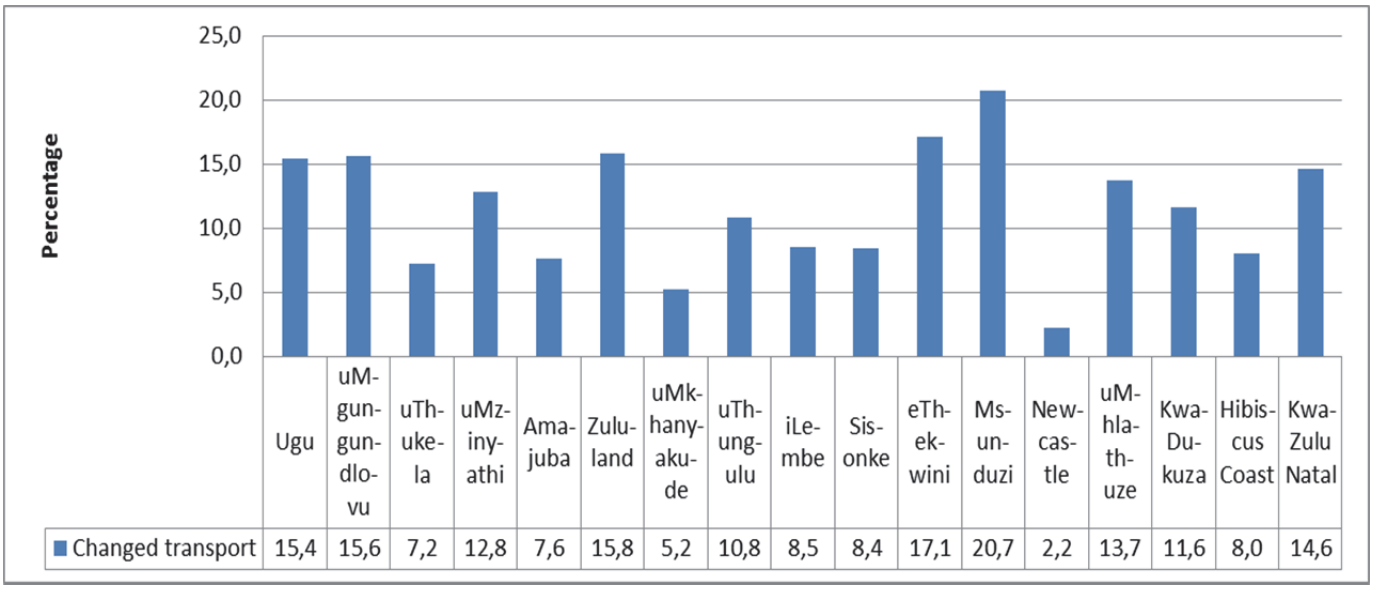
Table 5.7: Workers who changed transport on the way to work by municipality

Municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within municipality	Per cent within KZN
Ugu	25	4	15,4	2,2
uMgungundlovu	43	7	15,6	3,7
uThukela	59	4	7,2	2,3
uMzinyathi	16	2	12,8	1,2
Amajuba	12	1	7,6	0,5
Zululand	45	7	15,8	3,9
uMkhanyakude	32	2	5,2	0,9
uThungulu	28	3	10,8	1,7
iLembe	38	3	8,5	1,8
Sisonke	21	2	8,4	1,0
eThekwini	643	110	17,1	61,5
Msunduzi	93	19	20,7	10,7
Newcastle	47	1	2,2	0,6
uMhlathuze	44	6	13,7	3,4
KwaDukuza	44	5	11,6	2,9
Hibiscus Coast	38	3	8,0	1,7
KwaZulu-Natal	**1 227**	**179**	**14,6**	**100,0**

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

Table 5.7 depicts workers who changed transport on their way to work. Of the 1,2 million workers who did not drive all the way to work, 179 000 changed transport on their way to work. Most workers who changed transport on their way to work were in eThekwini municipality (61,5%), followed by those in Msunduzi LM (10,7%). Within municipalities, workers in Msunduzi LM were more likely than other municipalities to change transport.

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



Percentages calculated within municipalities

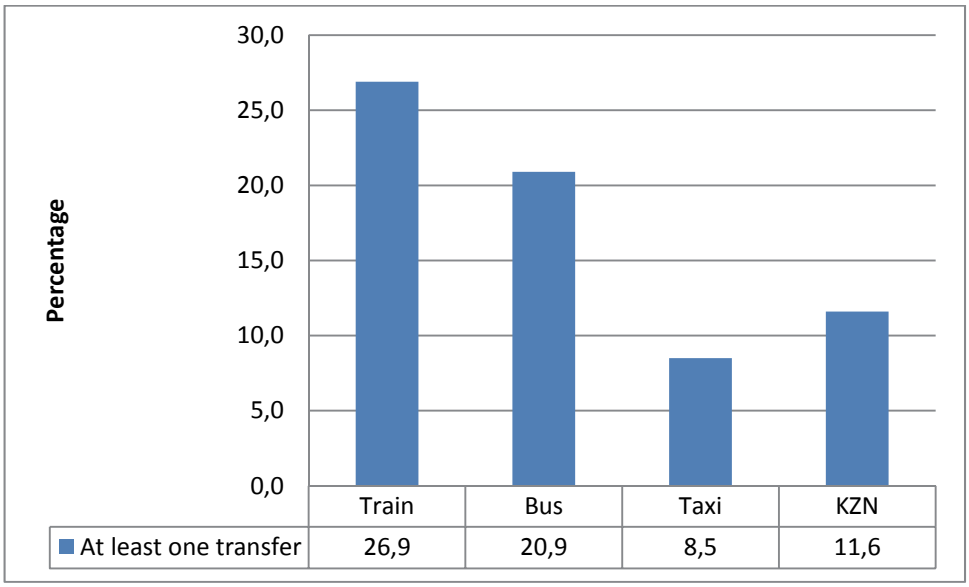
Almost 15% of workers who did not drive all the way to work said that they changed transport on their way to work. The majority of workers (20,7%) changed transport in Msunduzi LM, followed by 17,1% in eThekwini and 15,8% from Zululand DM.

Table 5.8: Number of transfers made by public transport users

Main mode of travel	No. of transfers (percentage of trips)			
	0	**1**	**2**	**3**
Train	73,1	22,9	1,8	2,2
Bus	79,1	20,4	0,3	0,2
Taxi	91,4	8,1	0,3	0,1
Total	**88,4**	**10,9**	**0,4**	**0,3**

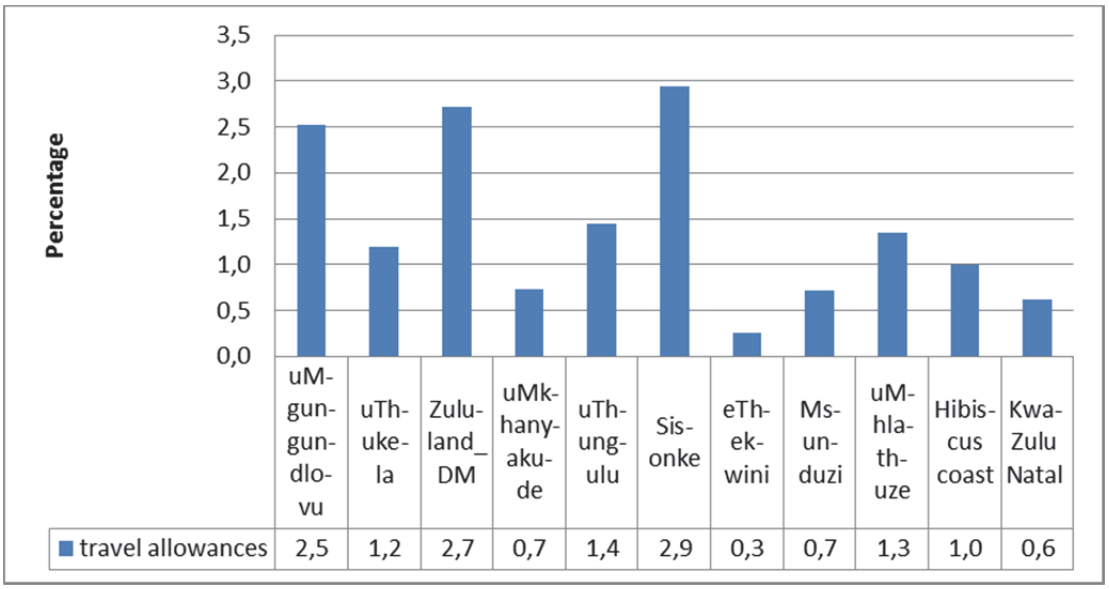
More than a quarter of train commuters (26,9%) and 20,9% of workers who used buses had to transfer at least once during their work trips. Ninety-one per cent (91,4%) of workers who used taxis did not need to make any transfers.

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



About 12,0% of public transport users in KwaZulu-Natal made at least one transfer on their way to work. Most workers who made at least one transfer were train users (26,9%), followed by bus users (20,9%). Taxi users (8,5%) were less likely to make a transfer.

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



Percentages calculated within municipalities

Less than one per cent of workers (0,6%) in the province received a travel allowance from their employers for public transport. Workers in Sisonke DM (2,9%) were more likely than other municipalities to receive a travel allowance for public transport. eThekwini municipality (0,3%) had the lowest proportion of workers who received a travel allowance.

5.3 Departure, waiting, arrival and total travel times

Table 5.9: Time workers leave for work by municipality

Municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Ugu	60	28,4	15,8	18,9	27,2	9,7	**100,0**
uMgungundlovu	87	27,8	20,0	24,1	20,3	7,7	**100,0**
uThukela	105	16,2	21,4	16,1	35,4	10,8	**100,0**
uMzinyathi	47	18,6	18,9	19,9	36,8	5,8	**100,0**
Amajuba	23	33,0	23,2	13,0	22,7	8,0	**100,0**
Zululand	103	22,1	17,0	18,3	30,8	11,7	**100,0**
uMkhanyakude	82	22,3	25,3	16,1	23,0	13,3	**100,0**
uThungulu	68	36,2	16,6	21,0	20,5	5,7	**100,0**
iLembe	59	29,7	32,3	21,4	14,8	1,9	**100,0**
Sisonke	55	15,4	15,0	15,5	41,5	12,6	**100,0**
eThekwini	1 048	24,0	23,3	16,4	26,9	9,4	**100,0**
Msunduzi	168	21,4	17,0	19,5	30,9	11,2	**100,0**
Newcastle	81	13,8	25,8	12,8	41,1	6,5	**100,0**
uMhlathuze	87	29,7	28,4	18,8	13,1	10,0	**100,0**
KwaDukuza	69	19,5	18,4	18,1	40,6	3,4	**100,0**
Hibiscus Coast	63	28,1	20,6	27,7	20,9	2,7	**100,0**
KwaZulu-Natal	**2 205**	**23,7**	**22,0**	**17,7**	**27,6**	**9,0**	**100,0**
Geographic location							
Metro	930	21,7	23,0	17,0	28,5	9,8	**100,0**
Urban	536	16,1	18,4	21,2	35,8	8,5	**100,0**
Rural	739	31,7	23,3	16,1	20,6	8,4	**100,0**

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

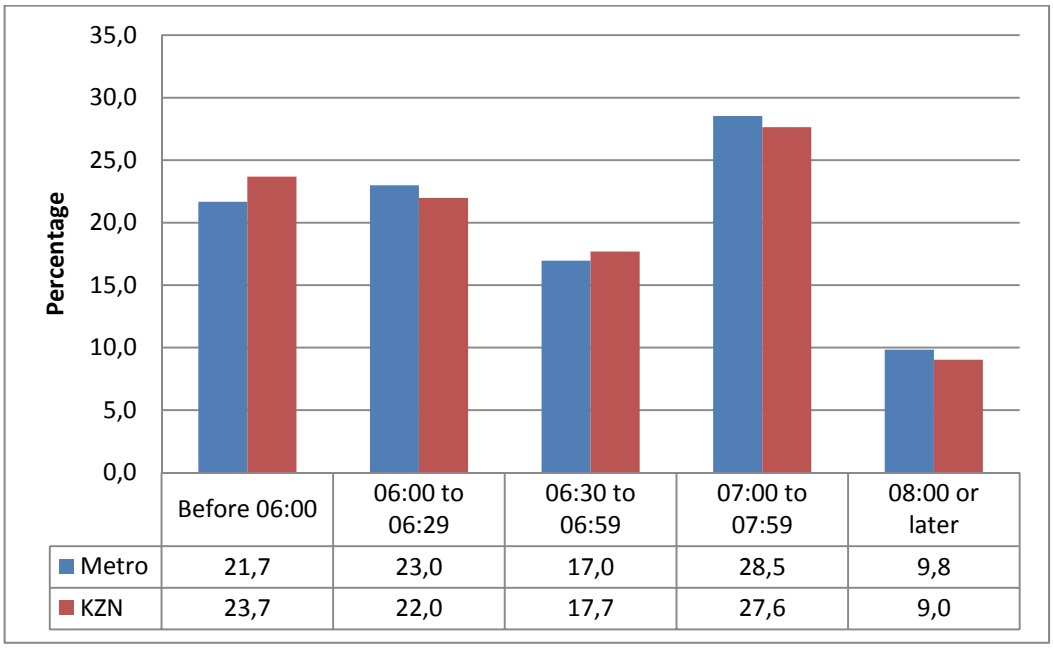
More than a quarter (27,6%) of workers left for work between 7:00 and 7:59 as described in Table 5.9. This was followed by 23,7% of workers who left their place of residence before 6:00 in the morning. Only 9% of workers left at 8:00 or later in the morning.

Sisonke DM (41,5%) and Newcastle LM (41,1%) had the highest proportion of workers who left home between 07:00 and 07:59 for their place of work. Workers in uThungulu D (36,2%) and Amajuba D (33,0%) were more likely to leave before 06:00 in the morning.

The municipalities where significant percentages of workers left home at 08:00 or later, were uMkhanyakude DM (13,3%) and Sisonke DM (12,6%).

The highest percentage of workers in metropolitan areas (28,5%) and urban areas (35,8%) left their place of residence between 07:00 and 07:59 to work. However, rural workers (31,7%) tended to travel before 06:00 in the morning to work.

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



	Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Metro	21,7	23,0	17,0	28,5	9,8
KZN	23,7	22,0	17,7	27,6	9,0

According to Figure 5.9, about 28,5% workers in the metropolitan area left for work between 07:00 and 7:59 and fewer than one in ten (9,8%) left at 8:00 or later for their workplace.

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

Municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Ugu	60	10,4	8,0	17,0	44,3	20,3	**100,0**
uMgungundlovu	87	11,2	11,0	14,1	44,6	19,0	**100,0**
uThukela	105	4,5	6,9	13,9	47,4	27,4	**100,0**
uMzinyathi	47	4,1	11,0	17,3	56,4	11,3	**100,0**
Amajuba	23	5,0	8,6	18,6	45,2	22,7	**100,0**
Zululand	103	6,0	9,3	13,9	48,6	22,2	**100,0**
uMkhanyakude	82	8,1	9,7	12,2	44,0	26,1	**100,0**
uThungulu	68	12,9	16,1	15,5	40,5	15,0	**100,0**
iLembe	59	9,4	14,9	17,3	52,0	6,4	**100,0**
Sisonke	55	7,2	7,4	6,3	47,4	31,7	**100,0**
eThekwini	1 048	8,5	6,6	14,4	46,3	24,2	**100,0**
Msunduzi	168	5,5	5,5	12,0	49,6	27,4	**100,0**
Newcastle	81	4,4	4,1	17,4	54,7	19,5	**100,0**
uMhlathuze	87	9,1	13,2	20,7	40,0	17,0	**100,0**
KwaDukuza	69	9,6	7,2	12,3	48,7	22,2	**100,0**
Hibiscus Coast	63	7,5	14,0	12,5	53,9	12,1	**100,0**
KwaZulu-Natal	**2 205**	**8,0**	**8,0**	**14,4**	**47,0**	**22,5**	**100,0**
Geographic location							
Metro	930	8,1	6,2	14,3	46,5	24,9	**100,0**
Urban	535	6,3	7,0	12,3	52,1	22,4	**100,0**
Rural	739	9,1	11,1	16,1	44,0	19,7	**100,0**

Percentages calculated within municipalities

Table 5.10 shows workers' arrival time at their workplaces. The majority of workers indicated that they arrived at work between 07:00 and 07:59 in the morning (47,0%), followed by 22,5% of workers who arrived at 08:00 or later. An equal percentage of workers (8,0%) arrived before 06:00 and between 06:00 and 06:29. Approximately 13% of workers in uThungulu D arrived at work before 06:00, followed by 11,2% workers in uMgungundlovu D and 10,4% in Ugu D.

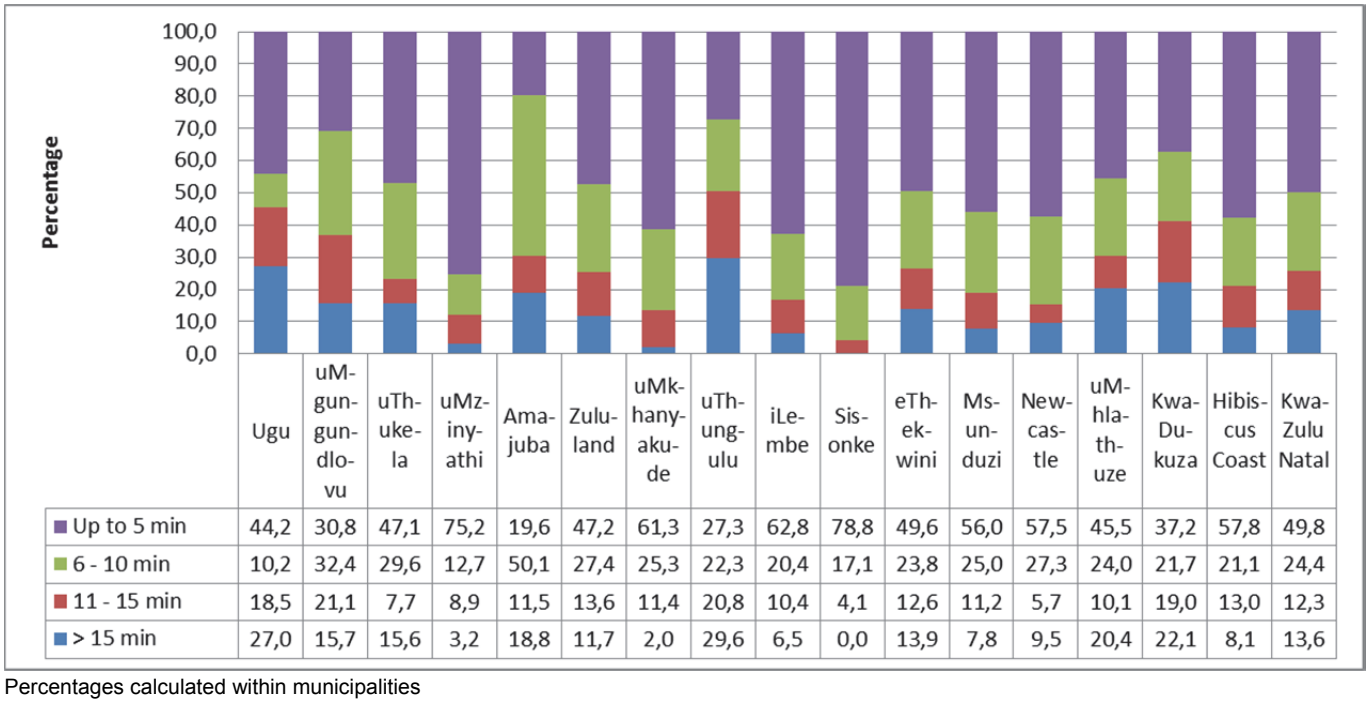
Across geographic locations, the majority of workers arrived at their place of work between 07:00 and 07:59.

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

Municipality	Number of workers who walked to first public transport ('000)	Walking time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Ugu	**18**	44,2	10,2	18,5	27,0	**100,0**
uMgungundlovu	**24**	30,8	32,4	21,1	15,7	**100,0**
uThukela	**47**	47,1	29,6	7,7	15,6	**100,0**
uMzinyathi	**7**	75,2	12,7	8,9	3,2	**100,0**
Amajuba	**10**	19,6	50,1	11,5	18,8	**100,0**
Zululand	**29**	47,2	27,4	13,6	11,7	**100,0**
uMkhanyakude	**11**	61,3	25,3	11,4	2,0	**100,0**
uThungulu	**14**	27,3	22,3	20,8	29,6	**100,0**
iLembe	**24**	62,8	20,4	10,4	6,5	**100,0**
Sisonke	**12**	78,8	17,1	4,1	*	**100,0**
eThekwini	**467**	49,6	23,8	12,6	13,9	**100,0**
Msunduzi	**71**	56,0	25,0	11,2	7,8	**100,0**
Newcastle	**41**	57,5	27,3	5,7	9,5	**100,0**
uMhlathuze	**36**	45,5	24,0	10,1	20,4	**100,0**
KwaDukuza	**29**	37,2	21,7	19,0	22,1	**100,0**
Hibiscus Coast	**25**	57,8	21,1	13,0	8,1	**100,0**
KwaZulu-Natal	**865**	**49,8**	**24,4**	**12,3**	**13,6**	**100,0**

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

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



Percentages calculated within municipalities

Table 5.11 and Figure 5.10 describe time workers walked to their first public transport. Nearly half of the workers (49,8%) in KwaZulu-Natal walked for up to 5 minutes to their first public transport, 24,4% walked for 6-10 minutes and 13,6% walked for more than 15 minutes.

Almost half a million workers walked to their first public transport in eThekwini municipality (467 000), 49,6% walked for up to 5 minutes and 13,9% walked for more than 15 minutes. Workers in uThungulu D were more likely to walk for more than 15 minutes to their first public transport (29,6%). It was observed that most workers needed less than 10 minutes to walk to their first public transport.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Train	56	25,2	18,2	19,5	37,1	**100,0**
Bus	130	38,4	29,3	15,7	16,6	**100,0**
Taxi	678	54,0	23,9	11,1	11,0	**100,0**
Total	**865**	**49,8**	**24,4**	**12,3**	**13,6**	**100,0**

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

Table 5.12 shows the time taken to walk to the first public transport by mode of travel. Walking times to taxis and buses show a similar distribution with the highest proportions of workers walking for up to 5 minutes to their first taxi and bus. A majority of train commuters (37,1%) walked for more than 15 minutes to their first train. Taxi users (54,0%) were more likely to walk for up to 5 minutes to their first transport.

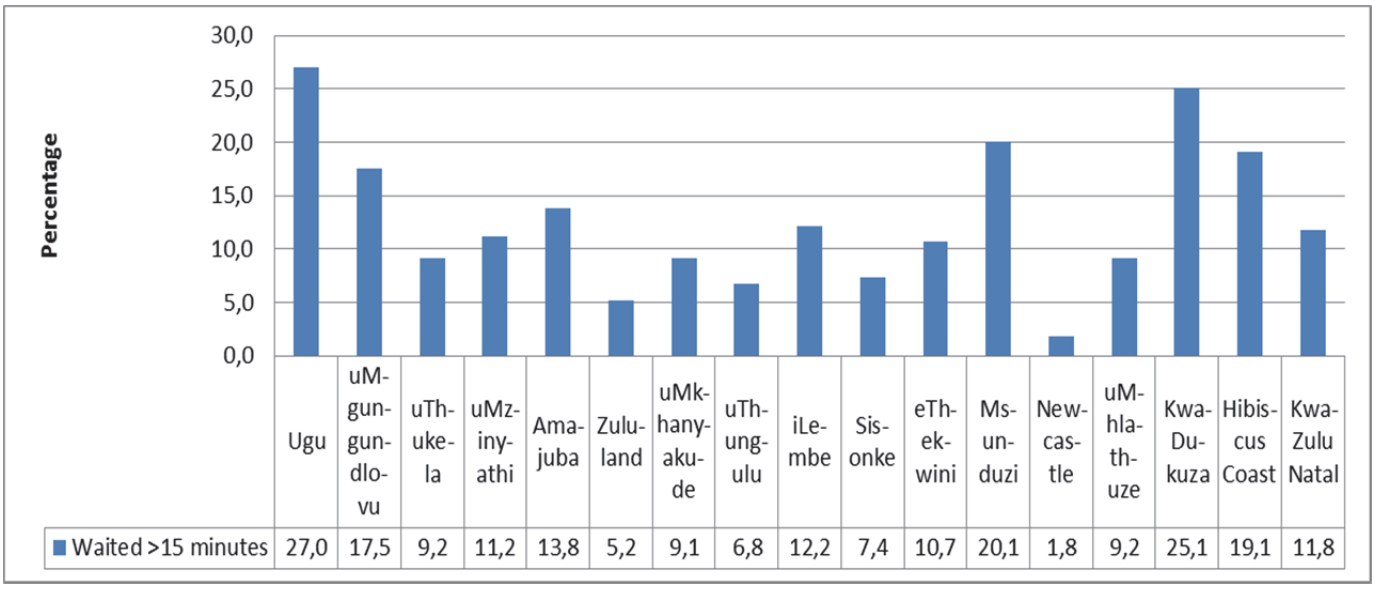
Table 5.13: Waiting time for first public transport (train, bus and taxi) by municipality

Municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Ugu	17	35,3	16,1	21,6	27,0	**100,0**
uMgungundlovu	22	24,7	35,2	22,6	17,5	**100,0**
uThukela	45	63,8	18,4	8,5	9,2	**100,0**
uMzinyathi	7	60,9	18,5	9,4	11,2	**100,0**
Amajuba	10	56,2	28,5	1,4	13,8	**100,0**
Zululand	27	71,2	14,6	9,0	5,2	**100,0**
uMkhanyakude	11	64,9	24,3	1,6	9,1	**100,0**
uThungulu	14	50,2	32,9	10,1	6,8	**100,0**
iLembe	14	57,9	26,1	3,9	12,2	**100,0**
Sisonke	11	61,5	22,8	8,3	7,4	**100,0**
eThekwini	442	50,9	27,8	10,6	10,7	**100,0**
Msunduzi	63	49,2	24,1	6,7	20,1	**100,0**
Newcastle	41	83,7	12,7	1,8	1,8	**100,0**
uMhlathuze	29	44,7	24,6	21,5	9,2	**100,0**
KwaDukuza	25	20,5	45,2	9,1	25,1	**100,0**
Hibiscus Coast	25	37,0	29,5	14,4	19,1	**100,0**
KwaZulu-Natal	**804**	**51,8**	**26,0**	**10,3**	**11,8**	**100,0**

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

Table 5.13 indicates time waited for public transport. More than half of workers (51,8%) in KwaZulu-Natal waited for 5 minutes or less for public transport and 11,8% waited for more than 15 minutes. Workers In Newcastle LM were more likely to wait for 5 minutes or less than in other municipalities. Ugu D (27,0%) and KwaDukuza LM (25,1%) had the highest percentage of workers that waited for more than 15 minutes for their first public transport.

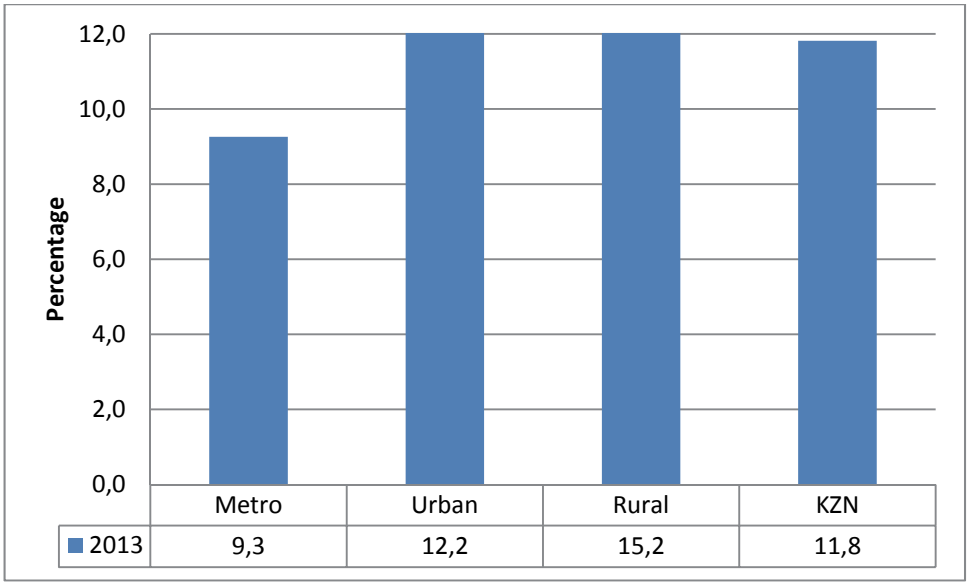
Figure 5.11: Percentage of workers who waited for more than 15 minutes for the first public transport by municipality



Percentages calculated within municipalities

About 12% of workers waited for more than 15 minutes for their first public transport. Workers in Ugu D (27,0%) were more likely to wait for more than 15 minutes, followed by KwaDukuza LM (25,1%).

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



*Percentages calculated within geographic location

Figure 5.12 presents workers who waited for more than 15 minutes for public transport by geographical area. In the rural areas, 15,2% of workers waited for more than 15 minutes for public transport, while 12,2% of workers in urban areas and about 9,3% in metropolitan areas spent the same amount of time waiting for public transport.

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

Municipality	Mode of travel														
	Train					Bus					Taxi				
		Per cent in KZN					Per cent in KZN					Per cent in KZN			
	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min
Ugu	*	*	*	*	*	**1**	0,6	0,8	3,3	3,5	**15**	1,6	1,7	4,9	5,4
uMgungundlovu	*	*	*	*	*	**6**	2,2	6,2	15,4	13,3	**16**	1,2	3,8	4,9	3,5
uThukela	*	*	*	*	*	**3**	2,8	0,6	4,2	2,7	**42**	7,9	5,4	4,9	4,9
uMzinyathi	*	*	*	*	*		*	*	*	*	**7**	1,2	0,8	0,9	0,9
Amajuba	*	*	*	*	*	**6**	5,2	5,8	1,3	11,8	**3**	0,6	0,5	*	0,5
Zululand	*	*	*	*	*	**9**	11,1	1,4	11,4	*	**18**	3,4	2,3	1,8	1,7
uMkhanyakude	*	*	*	*	*	**3**	2,8	2,5	*	4,1	**8**	1,6	1,3	0,3	0,9
uThungulu	*	*	*	*	*	**6**	4,9	5,1	4,1	1,7	**9**	1,2	2,0	1,5	1,0
iLembe	*	*	*	*	*	*	*	*	*	*	**14**	2,5	2,2	0,8	2,2
Sisonke	*	*	*	*	*	*	*	*	*	*	**11**	2,0	1,7	1,4	1,0
eThekwini	**46**	92,2	92,0	100,0	94,8	**57**	43,5	58,2	55,2	35,0	**339**	54,5	52,8	54,5	47,2
Msunduzi	*	*	*	*	*	**10**	8,3	8,0	3,6	22,7	**53**	7,6	8,4	5,6	13,6
Newcastle	*	*	*	*	*	**9**	9,6	6,8	*	*	**33**	8,4	2,0	1,1	0,9
uMhlathuze	*	*	*	*	*	**6**	7,9	.	1,6	5,1	**23**	2,3	4,8	8,8	2,8
KwaDukuza	**2**	*	7,1	*	5,2	**1**	*	*	*	*	**21**	1,4	5,7	3,3	7,3
Hibiscus Coast	*	*	*	*	*	**1**	*	*	*	*	**25**	2,8	4,7	5,4	6,0
KwaZulu-Natal	**50**	**100,0**	**100,0**	**100,0**	**100,0**	**117**	**100,0**	**100,0**	**100,0**	**100,0**	**637**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Percentages calculated across municipalities, within KwaZulu-Natal

Table 5.14 summarises workers' waiting time for public transport by municipalities. Of the 50 000 workers who waited for the train, the majority (46 000) were from eThekwini. In terms of those who waited for buses and taxis, a similar pattern emerged, with the majority (57 000 and 339 000 respectively) residing in eThekwini. Most workers in eThekwini municipality (54,5%) were more likely to wait for a taxi for 5 minutes and 47,2% for more than 15 minutes.

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

Municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within municipality)				
		Up to 5 minutes	6–10 minutes	11–15 minutes	>15 minutes	Total
Ugu	16	44,4	18,9	2,1	34,6	**100,0**
uMgungundlovu	17	53,8	29,7	7,0	9,5	**100,0**
uThukela	43	58,8	22,2	11,1	7,9	**100,0**
uMzinyathi	6	74,3	25,7	*	*	**100,0**
Amajuba	10	64,2	30,2	*	5,6	**100,0**
Zululand	26	53,9	24,5	7,1	14,5	**100,0**
uMkhanyakude	10	67,9	16,7	3,7	11,7	**100,0**
uThungulu	12	53,7	10,8	12,7	22,7	**100,0**
iLembe	20	80,3	2,6	4,9	12,2	**100,0**
Sisonke	11	75,2	9,6	3,3	11,9	**100,0**
eThekwini	399	53,7	24,3	11,3	10,7	**100,0**
Msunduzi	63	57,7	20,9	9,9	11,5	**100,0**
Newcastle	41	64,5	21,3	5,5	8,7	**100,0**
uMhlathuze	24	35,2	27,1	28,0	9,6	**100,0**
KwaDukuza	23	40,2	22,6	7,2	30,0	**100,0**
Hibiscus Coast	24	53,2	32,8	2,9	11,1	**100,0**
KwaZulu-Natal	**745**	**55,2**	**23,0**	**9,9**	**11,8**	**100,0**

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

Table 5.15 indicates workers who used public transport and walked at the end of their work trip to their place of work. There were 745 000 workers who walked at the end of the work trip to reach their place of work in KwaZulu-Natal. More than half (55,2%) of them walked for 5 minutes or less, and about 11,8% walked for more than 15 minutes. The highest percentage of workers who walked for up to 5 minutes at the end of the trip were from iLembe D (80,3%), followed by 75,2% from Sisonke DM and 74,3% from uMzinyathi DM. More than one-third (34,6%) of the commuters in Ugu D, 30,0% in KwaDukuza and 22,7% in uThungulu, walked for more than 15 minutes.

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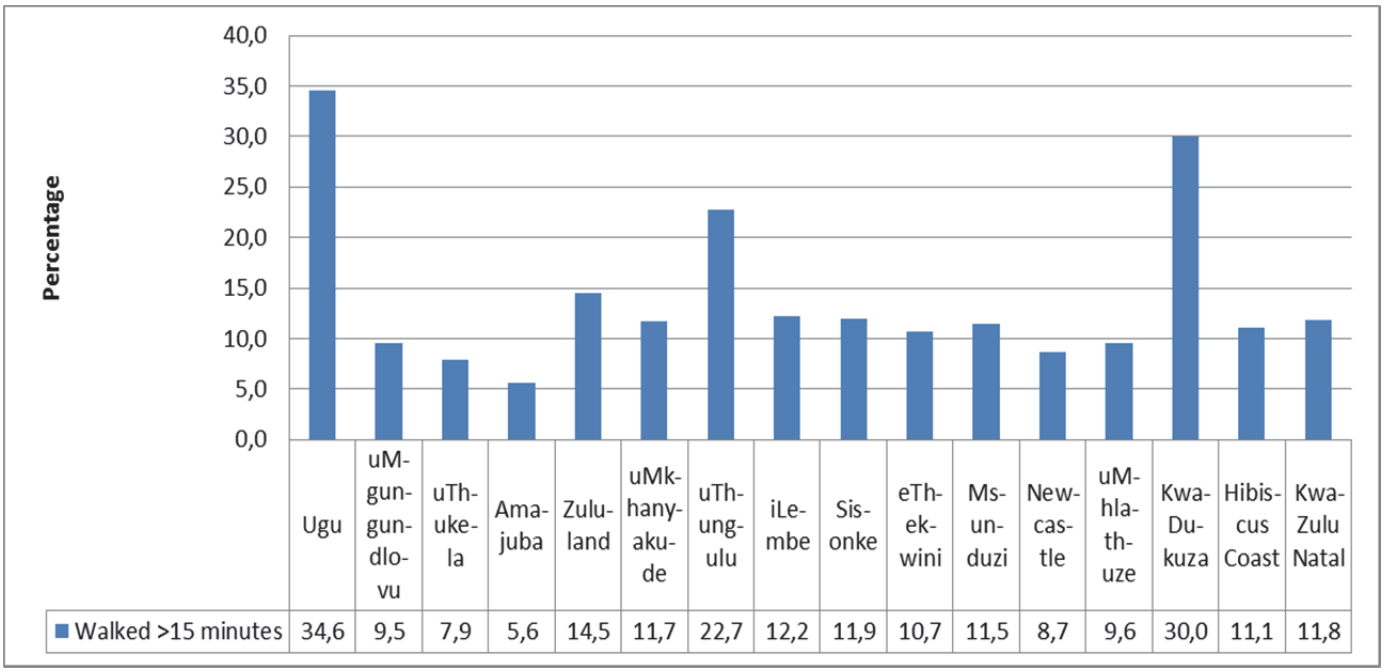
Figure 5.13: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by municipality



	Ugu	uMgungundlovu	uThukela	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Walked >15 minutes	34,6	9,5	7,9	5,6	14,5	11,7	22,7	12,2	11,9	10,7	11,5	8,7	9,6	30,0	11,1	11,8

Percentages calculated within municipalities

Figure 5.13 shows that the overall percentage of people who had to walk for more than 15 minutes after their public transport had dropped them off to reach their workplace was 11,8%. Workers from KwaDukuza (30%) were most likely to walk for more than 15 minutes to reach their workplace.

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

Municipality	Transport mode													
	Train					Bus					Taxi				
		Percentage					Percentage					Percentage			
	Number of workers who walked at the end of the work trip ('000)	Up to 5 min	6–10 min	11–15 min	>15 min	Number of workers who walked at the end of the work trip ('000)	Up to 5 min	6–10 min	11–15 min	>15 min	Number of workers who walked at the end of the work trip ('000)	Up to 5 min	6–10 min	11–15 min	>15 min
Ugu	*	*	*	*	*	**1**	1,3	0,7	1,5	*	**15**	1,8	2,2	0,3	8,6
uMgungundlovu	*	*	*	*	*	**5**	3,9	9,0	2,6	1,8	**12**	2,1	2,0	1,8	2,3
uThukela	*	*	*	*	*	**3**	0,8	3,5	5,8	2,9	**40**	7,0	6,7	8,0	4,8
uMzinyathi	*	*	*	*	*	*	*	*	*	*	**6**	1,2	1,2	*	*
Amajuba	*	*	*	*	*	**6**	7,0	7,9	*	2,8	**3**	0,7	0,4	*	0,3
Zululand	*	*	*	*	*	**8**	3,6	9,7	4,3	22,6	**17**	3,3	2,7	2,6	1,5
uMkhanyakude	*	*	*	*	*	**3**	3,3	1,9	3,1	0,7	**7**	1,4	0,9	*	1,7
uThungulu	*	*	*	*	*	**4**	3,6	2,0	5,7	8,4	**8**	1,3	0,6	1,7	2,7
iLembe	*	*	*	*	*	*	*	*	*	*	**19**	4,5	0,4	1,9	3,0
Sisonke	*	*	*	*	*	*	*	*	*	*	**11**	2,3	0,9	0,7	2,1
eThekwini	**42**	92,9	100,0	96,7	71,0	**52**	52,1	46,2	59,2	35,5	**305**	51,1	53,8	53,6	46,7
Msunduzi	*	*	*	*	*	**9**	8,1	8,0	8,5	8,8	**54**	9,1	8,5	10,2	9,7
Newcastle	*	*	*	*	*	**8**	9,6	4,4	6,0	10,6	**33**	6,1	5,8	2,9	3,6
uMhlathuze	*	*	*	*	*	**4**	4,3	3,6	3,4	3,7	**20**	1,8	4,3	12,4	2,9
KwaDukuza	**4**	*	*	3,3	27,1	**1**	0,9	3,2	*	*	**18**	2,5	3,4	2,6	5,8
Hibiscus Coast	*	*	*	*	*	*	*	*	*	*	**24**	3,7	6,3	1,4	4,3
KwaZulu-Natal	**47**	**100,0**	**100,0**	**100,0**	**100,0**	**105**	**100,0**	**100,0**	**100,0**	**100,0**	**593**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated across municipalities, within KwaZulu-Natal
Numbers of less than 10 000 are too small to provide reliable estimates
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 5.16 points out that the highest proportion of train users who walked at the end of their work trip to reach their place of work were from eThekwini (42 000). Of the 105 000 bus users who walked at the end of their trip, again, the majority (52 000) were from eThekwini. More than half (52,1%) of workers who used taxis, and walked at the end of their work trip for up to 5 minutes were from eThekwini.

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Train																	
Mean (minute)	150	*	120	*	*	60	*	*	120	*	80	*	*	37	70	*	79
1–30	*	*	*	*	*	*	*	*	*	*	6,8	*	*	33,3	.	*	6,9
31–60	*	*	*	*	*	39,8	*	*	*	*	40,8	*	*	66,7	74,2	*	43,1
61 plus	100,0	*	100,0	*	*	60,2	*	*	100,0	*	52,4	*	*	.	25,8	*	50,0
Total	**100,0**	*	**100,0**	*	*	**100,0**	*	*	**100,0**	*	**100,0**	*	*	**100,0**	**100,0**	*	**100,0**
Bus																	
Mean (minute)	63	59	93	52	78	63	70	85	73	54	67	72	69	67	67	95	69
1–30	*	23,6	11,7	34,1	10,6	19,2	6,5	10,4	*	*	15,1	4,1	10,8	19,6	*	*	13,9
31–60	82,2	53,5	35,4	18,0	28,1	46,0	57,2	32,3	55,8	53,2	44,7	56,8	52,7	34,1	60,4	*	44,8
61 plus	17,8	22,9	52,9	47,9	61,4	34,8	36,3	57,3	44,2	46,8	40,2	39,1	36,5	46,3	39,6	100,0	41,2
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi																	
Mean (minute)	61	58	52	64	60	43	47	56	52	44	59	61	47	70	52	69	58
1–30	29,0	22,3	42,1	22,4	23,0	58,1	48,4	43,1	48,9	56,3	23,0	27,3	38,4	19,8	43,3	23,4	29,2
31–60	43,7	48,1	37,3	35,2	50,7	26,0	31,9	26,9	30,0	27,0	49,6	41,3	47,5	33,4	33,9	40,0	43,9
61 plus	27,4	29,6	20,6	42,4	26,3	15,9	19,8	30,0	21,2	16,7	27,3	31,4	14,1	46,8	22,8	36,6	26,9
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Car driver																	
Mean (minute)	37	42	33	32	38	30	44	43	42	42	42	40	35	43	32	47	40
1–30	62,0	62,1	64,1	69,7	75,8	75,1	59,2	48,2	47,5	61,3	49,1	56,3	65,8	41,4	59,6	28,9	52,9
31–60	23,0	16,5	28,9	25,9	*	16,1	28,6	38,2	38,2	28,1	41,6	33,1	29,0	48,8	38,2	57,8	37,5
61 plus	15,0	21,4	7,0	4,4	24,2	8,8	12,2	13,5	14,3	10,6	9,3	10,6	5,2	9,8	2,2	13,3	9,6
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger																	
Mean (minute)	50	44	40	45	60	49	64	57	57	57	49	52	44	33	41	36	49
1–30	47,4	49,9	66,6	58,9	42,8	41,2	36,9	43,8	43,2	48,8	28,7	34,4	45,5	68,9	37,7	65,2	40,3
31–60	21,3	24,4	23,9	20,9	30,7	43,9	27,3	25,8	35,8	26,4	58,7	50,5	44,5	24,7	62,3	34,8	42,2
61 plus	31,3	25,7	9,5	20,3	26,5	14,9	35,8	30,4	21,0	24,8	12,7	15,1	10,0	6,4	*	*	17,5
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way																	
Mean (minute)	38	33	41	30	49	37	45	33	38	31	41	39	38	41	37	36	38
1–30	61,3	70,2	64,4	79,9	50,7	64,5	51,1	69,5	61,4	69,9	59,2	64,6	71,1	55,0	63,3	57,2	62,7
31–60	29,8	22,2	23,7	11,5	31,3	22,7	33,9	21,5	25,9	22,6	28,7	25,9	24,3	26,6	33,3	38,0	26,4
61 plus	8,8	7,6	11,9	8,6	18,0	12,8	14,9	9,0	12,7	7,4	12,1	9,6	4,6	18,4	3,4	4,8	10,8
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.17 indicates that half (50%) of train users in KwaZulu-Natal spent more than an hour travelling to their place of work. Six in ten train users in Zululand DM spent more than an hour travelling to work. About 45% of workers who travelled by bus travelled for 31 to 60 minutes to reach their place of work. Workers in Ugu D (82,2%) were more likely to travel for that time. The majority of workers who drove to work (52,9%) and walked all the way (62,7%) to work took 30 minutes or less.

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Train																	
Mean (Rand)	511	*	800	*	*	567	*	*	626	*	286	*	*	*	301	*	295
1–100	*	*	*	*	*	*	*	*	*	*	4,6	*	*	*	*	*	4,1
101-200	*	*	*	*	*	*	*	*	*	*	44,5	*	*	*	58,7	*	44,4
200+	100,0	*	100,0	*	*	100,0	*	*	100,0	*	51,0	*	*	*	41,3	*	51,4
Total	**100,0**	*	**100,0**	*	*	**100,0**	*	*	**100,0**	*	**100,0**	*	*	*	**100,0**	*	**100,0**
Bus																	
Mean (Rand)	718	332	561	370	401	572	560	554	400	465	582	570	368	545	641	240	542
1–100	*	3,9	10,0	28,1	3,1	2,4	*	*	*	*	0,9	*	7,6	*	*	*	1,8
101-200	*	17,7	*	47,9	3,6	13,9	*	*	*	53,2	3,4	3,2	5,2	*	*	*	4,6
200+	100,0	78,4	90,0	24,0	93,3	83,7	100,0	100,0	100,0	46,8	95,7	96,8	87,2	100,0	100,0	100,0	93,6
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi																	
Mean (Rand)	599	513	519	649	516	441	500	541	444	465	557	612	482	862	544	517	555
1–100	*	*	2,3	3,9	*	5,2	3,3	*	*	6,9	0,7	0,4	1,5	*	2,5	*	1,0
101-200	2,4	4,7	3,9	9,1	5,2	8,4	2,2	12,6	2,3	21,6	2,7	1,4	1,3	1,7	1,5	1,7	3,2
200+	97,6	95,3	93,9	87,1	94,8	86,4	94,5	87,4	97,7	71,5	96,6	98,2	97,1	98,3	95,9	98,3	95,8
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Mode and time travelled in minutes	Municipality																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Car driver																	
Mean (Rand)	*	315	689	400	*	800	*	*	*	*	1230	350	*	6000	*	1398	1214
1–100	*	*	14,6	*	*	*	*	*	*	*	*	*	*	*	*	*	1,6
101-200	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
200+	*	100,0	85,4	100,0	*	100,0	*	*	*	*	100,0	100,0	*	100,0	*	100,0	98,4
Total	*	**100,0**	**100,0**	**100,0**	*	**100,0**	*	*	*	*	**100,0**	**100,0**	*	**100,0**	*	**100,0**	**100,0**
Car passenger																	
Mean (Rand)	781	268	344	619	206	713	443	309	787	1172	661	994	507	469	*	380	582
1–100	*	16,3	*	*	55,3	*	2,7	20,5	*	12,9	4,3	4,3	*	*	*	*	4,9
101-200	*	23,4	31,7	*	*	*	3,0	9,2	*	*	3,6	1,4	*	*	*	*	5,7
200+	100,0	60,3	68,3	100,0	44,7	100,0	94,3	70,3	100,0	87,1	92,1	94,3	100,0	100,0	*	100,0	89,4
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**	**100,0**	**100,0**	*	**100,0**	**100,0**

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

Table 5.18 indicates that approximately half of the train users (51,4%) spent an average monthly cost of more than R200. More than nine in ten workers who used buses, taxis and cars as both drivers and passengers spent more than R200 on transport costs.

6. Business trips

Business trips are defined as trips taken by people aged 15 years and older, as part 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 one's usual place of work, and focuses on trips 20 km or more away from the usual place of work. It covers both day and overnight trips.

This section summarises business related travel behaviour by looking at the number of business trips taken, the geographic location of business travellers, mode of travel used and their destinations.

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

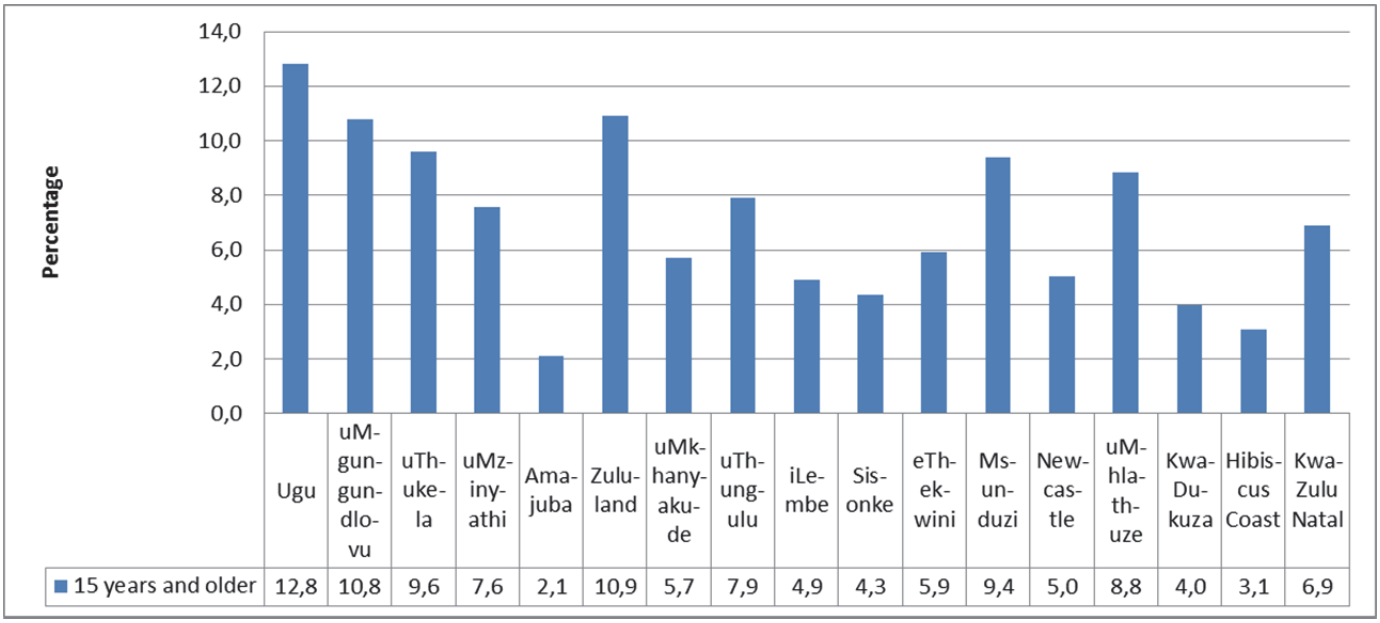
Municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within municipality	Per cent within KZN
Ugu	65	8	12,8	2,7
uMgungundlovu	94	10	10,8	3,9
uThukela	114	11	9,6	4,7
uMzinyathi	50	4	7,6	2,0
Amajuba	26	1	2,1	1,1
Zululand	117	13	10,9	4,8
uMkhanyakude	91	5	5,7	3,8
uThungulu	74	6	7,9	3,0
iLembe	62	3	4,9	2,6
Sisonke	65	3	4,3	2,7
eThekwini	1 166	69	5,9	48,0
Msunduzi	178	17	9,4	7,3
Newcastle	89	4	5,0	3,7
uMhlathuze	97	9	8,8	4,0
KwaDukuza	73	3	4,0	3,0
Hibiscus Coast	66	2	3,1	2,7
KwaZulu-Natal	**2 429**	**167**	**6,9**	**100,0**
Geographic location				
Metro	1 034	64	6,2	42,6
Urban	574	57	9,8	23,7
Rural	821	47	5,7	33,8

Percentages calculated across municipalities, within KwaZulu-Natal

Table 6.1 shows that of the two-and-a-half million workers aged 15 years or older that were interviewed in KwaZulu-Natal, 167 000 indicated to have undertaken business trips in the month preceding the survey. The majority of business travellers were from eThekwini (69 000), followed by those from Msunduzi LM (17 000), Zululand DM (13 000) and uThukela DM (11 000).

Four in ten workers who undertook business trips were from metropolitan areas (42,6%), followed by more than a third from rural areas (33,8%).

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



Percentages calculated within municipalities

Figure 6.1 illustrates the percentage of workers 15 years and older who undertook business trips. In the province, 6,9% of workers indicated that they undertook business trips during the month before the survey. Workers in Ugu D (12,8%), Zululand DM (10,9%) and uMgungundlovu D (10,8%) were more likely to travel for business purposes. Amajuba D had the lowest percentage of workers who undertook business trips (2,1%).

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

Municipality	Number of workers who undertook business trips	Number of business trips			Total
		1-5 trips	6-10 trips	>10	
Ugu	8	60,4	12,4	27,2	**100,0**
uMgungundlovu	9	71,7	11,9	16,4	**100,0**
uThukela	10	72,6	24,1	3,3	**100,0**
uMzinyathi	4	67,6	9,7	22,7	**100,0**
Amajuba	1	100	*	*	**100,0**
Zululand	12	74,6	13,4	12,0	**100,0**
uMkhanyakude	5	95,3	4,7	*	**100,0**
uThungulu	6	79,6	16,9	3,6	**100,0**
iLembe	3	75,3	24,7	*	**100,0**
Sisonke	3	88,6	11,4	*	**100,0**
eThekwini	63	82,0	5,5	12,5	**100,0**
Msunduzi	16	63,0	18,9	18,1	**100,0**
Newcastle	4	100	*	*	**100,0**
uMhlathuze	9	73,3	22,2	4,5	**100,0**
KwaDukuza	3	73,6	12,4	14,0	**100,0**
Hibiscus Coast	2	100	*	*	**100,0**
KZN	**157**	**77,3**	**11,1**	**11,6**	**100,0**

Totals exclude unspecified cases
Percentages calculated within municipalities
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Most workers in the province (77,3%) indicated that they undertook between one and five trips in the month preceding the survey. Almost equal percentages of workers undertook 6-10 business trips (11,1%) and more than 10 business trips (11,6%). The highest proportion of business travellers that undertook 1-5 five trips were in

uMkhanyakude DM (95,3%) and Sisonke DM (88,6%). Slightly below a quarter of workers in iLembe D (24,7%) and uThukela DM (24,1%) reported to have undertaken between six and ten trips. Ugu D (27,2%) had the highest proportion of workers who undertook more than ten trips.

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

Mode of travel	Statistics (Numbers in thousands)	Municipality															
		Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Taxi	Number	2	1	2	1	*	4	2	1	1	*	8	*	*	*	*	*	**24**
	Per cent	27,0	12,6	16,2	22,2	*	31,1	41,7	20,1	36,0	*	12,4	*	*	*	*	*	**15,2**
Car/truck driver	Number	3	6	6	*	*	5	2	3	*	2	33	12	2	8	*	*	**88**
	Per cent	32,3	66,9	60,1	*	*	40,9	40,2	52,7	*	67,1	49,7	72,1	51,6	95,2	*	*	**54,8**
Car/truck passenger	Number	1	2	2	1	*	3	1	*	*	*	5	1	*	*	*	*	**18**
	Per cent	16,8	17,2	19,5	13,9	*	20,8	18,1	*	*	*	7,0	7,5	*	*	*	*	**11,4**
Aircraft	Number	*	*	*	*	*	*	*	*	*	*	16	*	*	*	*	*	**20**
	Per cent	*	*	*	*	*	*	*	*	*	*	24,7	*	*	*	*	*	**12,7**
Other modes	Number	2	*	*	*	*	*	*	1	*	*	4	*	*	*	*	*	**9**
	Per cent	23,8	*	*	*	*	*	*	17,2	*	*	6,2	*	*	*	*	*	**5,9**
Total	**Number**	**8**	**10**	**11**	**4**	**1**	**13**	**4**	**5**	**3**	**3**	**66**	**16**	**4**	**8**	**3**	**2**	**161**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Totals exclude unspecified cases
Percentages calculated within municipalities
Other includes bus, train, scooter, bicycle, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

The main modes of travel used for business trips are presented in Table 6.3. More than half of the business trips were made using cars/trucks as drivers (54,8%). Taxis (15,2%) were the second most common mode of travel used on business trips. Business travellers in uMhlathuze LM (95,2%) were more likely to use cars/bakkies as a driver. Taxis were mostly used in uMkhanyakude DM (41,7%) and Amajuba D (38,2%) for business trips. As expected, eThekwini was the only municipality which had significant percentage of business travellers using aircraft (24,7%) as their main mode of travel for business trips.

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

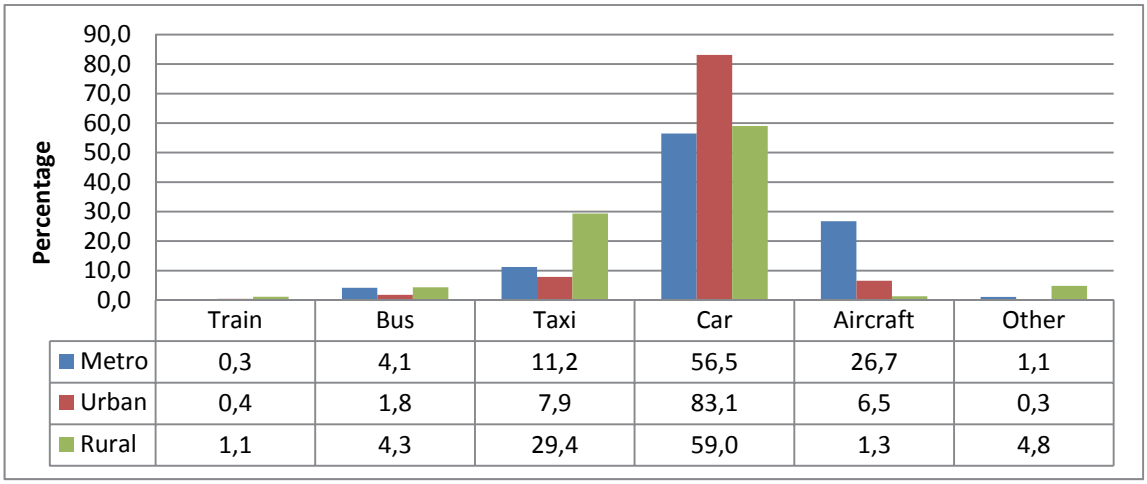
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Train	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	5,9	0,8	0,0	4,9	0,0	0,0	0,0	0,6
Bus	0,0	0,0	4,1	0,0	0,0	5,3	0,0	17,2	0,0	0,0	4,3	0,0	13,1	0,0	0,0	0,0	3,4
Taxi	27,0	12,6	16,2	22,2	38,2	31,1	41,7	20,1	36,0	21,4	12,4	5,0	8,2	0,0	12,4	0,0	15,2
Car driver	32,3	66,9	60,1	63,9	52,7	40,9	40,2	52,7	35,1	67,1	49,7	72,1	51,6	95,2	38,8	78,8	54,8
Car passenger	16,8	17,2	19,5	13,9	9,1	20,8	18,1	10,0	28,9	5,6	7,0	7,5	22,1	4,8	0,0	21,2	11,4
Aircraft	0,0	1,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	24,7	15,4	0,0	0,0	48,8	0,0	12,7
Other	23,8	1,5	0,0	0,0	0,0	1,9	0,0	0,0	0,0	0,0	1,0	0,0	0,0	0,0	0,0	0,0	1,9

Percentages calculated within municipalities
Other includes scooter, bicycle, etc.

Figure 6.2 depicts the percentage of business trips made using different modes of travel. In KwaZulu-Natal the majority of workers used cars as drivers for business trips (54,8%). The second most used mode was taxis (15,2%). Almost 13% of workers in the province used aircraft to travel to their business destinations. There was a small percentage of workers who took business trips who used the train for travelling (0,6%).

Hibiscus coast LM contributed a high percentage of workers who used cars/bakkies as drivers (78,8%). Taxis were most likely to be used in iLembe D (36,0%). Of the workers who specified that they undertook business trips using aircraft, a large proportion was from KwaDukuza LM (48,8%). iLembe D (29%), had the highest percentage of workers who used cars/bakkies as passengers on their business trips, followed by Newcastle LM (22,1%).

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



	Train	Bus	Taxi	Car	Aircraft	Other
Metro	0,3	4,1	11,2	56,5	26,7	1,1
Urban	0,4	1,8	7,9	83,1	6,5	0,3
Rural	1,1	4,3	29,4	59,0	1,3	4,8

Other includes scooter, bicycle, etc.

Across all geographic locations, cars were mostly used by business travellers as shown in Figure 6.3. The largest proportion of cars was used in urban areas (83,1%), followed by rural areas (59%) and metropolitan areas (56,5%). Twenty-nine per cent of workers in rural areas used taxis (29,4%), while more than a quarter of workers in metropolitan areas travelled using aircraft (26,7%).

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

Municipality of origin	Province of destination Numbers ('000)				
	Western Cape	KwaZulu-Natal	Gauteng	Other provinces	Total
Ugu	*	4	*	*	5
uMgungundlovu	*	3	*	*	4
uThukela	*	5	1	*	7
uMzinyathi	*	1	*	*	1
Amajuba	*	*	*	*	*
Zululand	*	8	*	1	9
uMkhanyakude	*	3	*	*	3
uThungulu	*	3	*	*	3
iLembe	*	1	*	*	1
Sisonke	*	*	*	*	1
eThekwini	2	10	11	*	22
Msunduzi	*	5	*	*	7
Newcastle	*	*	*	*	1
uMhlathuze	*	5	*	*	5
KwaDukuza	*	*	*	*	1
KwaZulu-Natal	**3**	**50**	**15**	**2**	**71**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Percentages calculated within municipalities

A total of 71 000 business trips were undertaken from municipalities in KwaZulu-Natal to other provinces, and within the province of KwaZulu-Natal itself. Of that total, 50 000 were business trips within KwaZulu-Natal, 15 000 to Gauteng and 3 000 to Western Cape.

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

Municipality of origin	municipality of destination Numbers ('000)											
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	KZN
Ugu	2	*	*	*	*	*	*	*	*	*	*	**4**
uMgungundlovu	*	3	*	*	*	*	*	*	*	*	*	**3**
uThukela	*	*	4	*	*	*	*	*	*	*	*	**5**
uMzinyathi	*	*	*	*	*	*	*	*	*	*	*	**1**
Amajuba	*	*	*	*	*	*	*	*	*	*	*	
Zululand	*	*	*	*	*	6	*	*	*	*	*	**8**
uMkhanyakude	*	*	*	*	*	*	2	*	*	*	*	**3**
uThungulu	*	*	*	*	*	*	*	2	*	*	*	**3**
iLembe	*	*	*	*	*	*	*	*	*	*	*	**1**
eThekwini	*	3	*	*	*	*	*	*	*	*	7	**11**
Msunduzi	*	4	*	*	*	*	*	*	*	*	*	**4**
Newcastle	*	*	*	*	*	*	*	*	*	*	*	**1**
uMhlathuze	*	*	*	*	*	*	*	*	*	*	*	**5**
KwaZulu-Natal	**3**	**10**	**5**	**1**	**1**	**7**	**3**	**9**	**1**	**3**	**8**	**51**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Percentages calculated within municipalities

The eThekwini municipality had the highest number of business trips (11 000), followed by Zululand DM (8 000). Seven thousand business trips in eThekwini municipality were taken within the municipality and three thousand business trips were undertaken to uMgungundlovu D.

7. Other travel patterns

7.1 Introduction

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

People take day and overnight trips for different purposes. It could be trips for the purpose of shopping for personal use or attending sporting events as a participant or spectator. In the 2003 NHTS survey, there was a special section of migrant labour travel. However, at the time it was felt that the section did not work that well. During this round of the NHTS, this particular section was revised to focus on 'other' travel patterns. One of the options listed under the main purpose for the trip was 'home to visit family and friends'. This option encapsulates cases where migrant workers maintain two homes: one where they work and one which they consider their second home and visit frequently. This should be distinguished from the category 'visit friends and family' which does not have the 'second home' connotation. Another category that needs special mention is a visit to a holiday home owned by the family: 'Home for leisure/vacation'. This option is distinct from travelling for the purpose of leisure and vacation, which does not involve visiting a property owned by the household and could be applicable 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 day or overnight trips to that destination.

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

7.2 Day trips

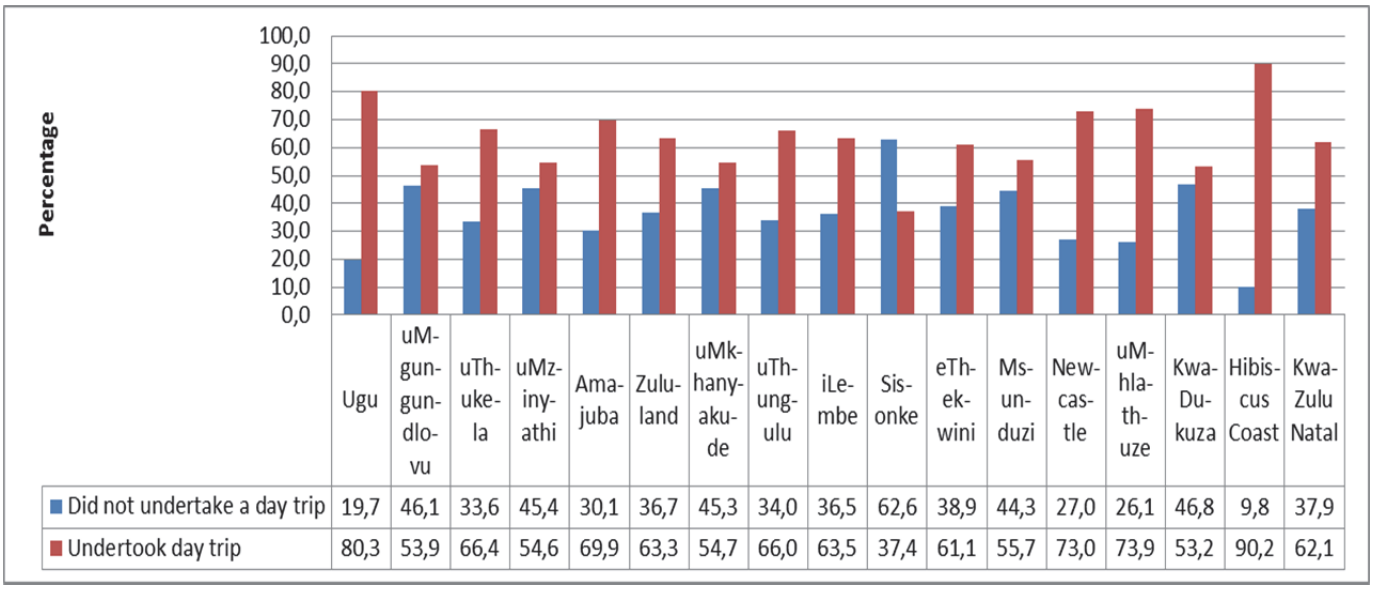
Table 7.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview

Municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in KZN
Ugu	292	234	5,4
uMgungundlovu	279	150	3,5
uThukela	436	290	6,7
uMzinyathi	288	157	3,6
Amajuba	83	58	1,3
Zululand	447	283	6,5
uMkhanyakude	352	193	4,4
uThungulu	323	213	4,9
iLembe	277	176	4,1
Sisonke	269	100	2,3
eThekwini	2 668	1 630	37,5
Msunduzi	455	253	5,8
Newcastle	234	171	3,9
uMhlathuze	231	171	3,9
KwaDukuza	162	86	2,0
Hibiscus Coast	198	178	4,1
KwaZulu-Natal	**6 995**	**4 345**	**100**

Percentages calculated across municipalities, within KwaZulu-Natal

Table 7.1 shows the distribution of day trips taken during the 12 months prior to the interview. Out of a total of about seven million persons aged 15 years and older, 4,3 million undertook day trips away from their usual home in the 12 months preceding the interview. eThekwini municipality (37,5%) had the highest proportion of persons who undertook day trips while Amajuba D had the lowest proportion (1,3%).

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Did not undertake a day trip	19,7	46,1	33,6	45,4	30,1	36,7	45,3	34,0	36,5	62,6	38,9	44,3	27,0	26,1	46,8	9,8	37,9
Undertook day trip	80,3	53,9	66,4	54,6	69,9	63,3	54,7	66,0	63,5	37,4	61,1	55,7	73,0	73,9	53,2	90,2	62,1

Percentages calculated within municipalities

Figure 7.1 illustrates the percentage of persons 15 years and older in KwaZulu-Natal who undertook day trips. The highest proportion was recorded for Hibiscus Coast LM (90,2%), followed by Ugu D (80,3%), uMhlathuze LM (73,9%) and Newcastle LM (73,0%).

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

Main purpose of trip	Municipality (per cent)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Visited home	8,7	14,3	30,8	8,1	14,0	12,9	12,5	9,0	3,8	20,8	27,3	18,8	10,6	14,2	31,4	15,3	**19,5**
Shopping – business or personal	57,6	44,4	38,0	52,4	28,4	49,9	47,3	65,0	77,0	29,0	35,8	41,5	32,0	63,9	35,0	35,6	**43,6**
Sporting –as a spectator or participant	3,0	1,7	1,8	0,6	0,6	2,0	0,4	0,9	*	0,5	2,1	1,3	1,3	0,3	*	0,2	**1,5**
Visit friends and or family	13,1	20,9	10,6	8,4	23,9	12,9	12,7	8,4	9,3	23,2	18,1	13,9	28,3	7,2	26,0	25,8	**16,1**
Funeral	5,5	5,8	9,8	20,4	20,0	4,9	11,8	4,1	4,1	9,4	5,6	11,6	13,9	3,8	3,7	9,6	**7,5**
Medical	5,6	4,9	1,4	5,6	4,9	6,0	3,3	7,2	1,6	5,8	2,7	4,6	5,4	1,4	2,1	3,4	**3,6**
Religious	4,0	3,2	4,8	2,2	7,9	5,1	8,1	2,7	2,0	6,0	4,5	3,6	5,6	3,1	0,4	2,8	**4,3**
Other purposes	2,6	4,8	2,9	2,3	0,4	6,3	4,1	2,6	2,3	5,2	3,9	4,7	3,0	6,1	1,5	7,4	**3,9**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within municipalities
Other includes wellness, wedding
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 7.2 indicates the reasons provided for undertaking day trips. The main purpose provided for day trips was shopping for business/personal reasons (43,6%), visiting home (19,5%), and visiting friends and or family (16,1%). Residents of iLembe D (77,0%), uThungulu D (65,0%) and uMhlathuze DM (63,9%) were more likely to travel for shopping purposes as compared to other local and district municipalities. Approximately 8% of day trips were for funeral events and 4,3% of day trips were made for religious purposes.

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

Mode of travel		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Public transport	Train	Number	2	*	2	*	*	*	*	*	*	1	23	*	*	*	*	*	**34**
		Per cent	0,7	*	0,5	*	*	*	*	*	*	0,9	1,5	*	*	*	*	*	**0,8**
	Bus	Number	6	4	15	2	17	16	20	29	1	4	95	16	10	9	*	*	**246**
		Per cent	2,6	3,0	5,3	1,6	28,6	5,9	10,4	13,9	0,7	3,9	6,0	6,3	5,8	5,7	*	*	**5,8**
	Taxi	Number	182	102	187	124	20	185	93	127	154	60	910	135	110	107	59	143	**2 697**
		Per cent	79,4	68,9	65,1	81,5	33,8	67,0	49,1	60,5	88,6	61,3	57,4	54,1	65,4	66,3	71,3	82,0	**63,6**
Private transport	Car/truck driver	Number	7	14	16	7	2	17	6	12	1	8	216	39	18	19	13	12	**407**
		Per cent	2,9	9,6	5,7	4,5	4,2	6,2	3,1	5,9	0,9	7,9	13,6	15,4	10,8	11,6	15,3	7,0	**9,6**
	Car/truck passenger	Number	12	15	20	9	5	20	48	26	10	12	243	42	11	23	7	13	**517**
		Per cent	5,4	10,2	7,1	6,1	8,8	7,3	25,3	12,2	5,9	12,0	15,3	17,0	6,7	14,1	8,5	7,4	**12,2**
Other modes		Number	*	1	*	*	1	*	*	*	*	*	13	2	*	*	*	*	**20**
		Per cent	*	0,6	*	*	1,3	*	*	*	*	*	0,8	0,7	*	*	*	*	**0,5**
Walking all the way		Number	20	11	46	9	14	37	22	15	5	14	88	15	18	3	*	6	**323**
		Per cent	8,7	7,4	16,0	6,1	23,4	13,3	11,8	7,1	3,1	14,1	5,5	6,1	10,7	1,6	*	3,2	**7,6**
Total		**Number**	**230**	**148**	**287**	**152**	**58**	**276**	**188**	**210**	**174**	**98**	**1 587**	**249**	**168**	**161**	**83**	**174**	**4 243**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within municipalities
Other includes aircraft, scooter, bicycle, etc.
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 7.3 summarises the main mode of travel used on day trips. Individuals who undertook day trips mostly used taxis (63,6%) as their mode of travel. The second mode of travel used was a car/truck as passenger (12,2%), and third mode of travel used was a car/truck driver (9,6%). About 8,0% of day-trip travellers walked all the way. Taxis were commonly used by travellers in iLembe D (88,6%) and Hibiscus Coast LM (82%). Amajuba D (23,4%) had the highest percentage of travellers that walked all the way.

7.3 Overnight trips

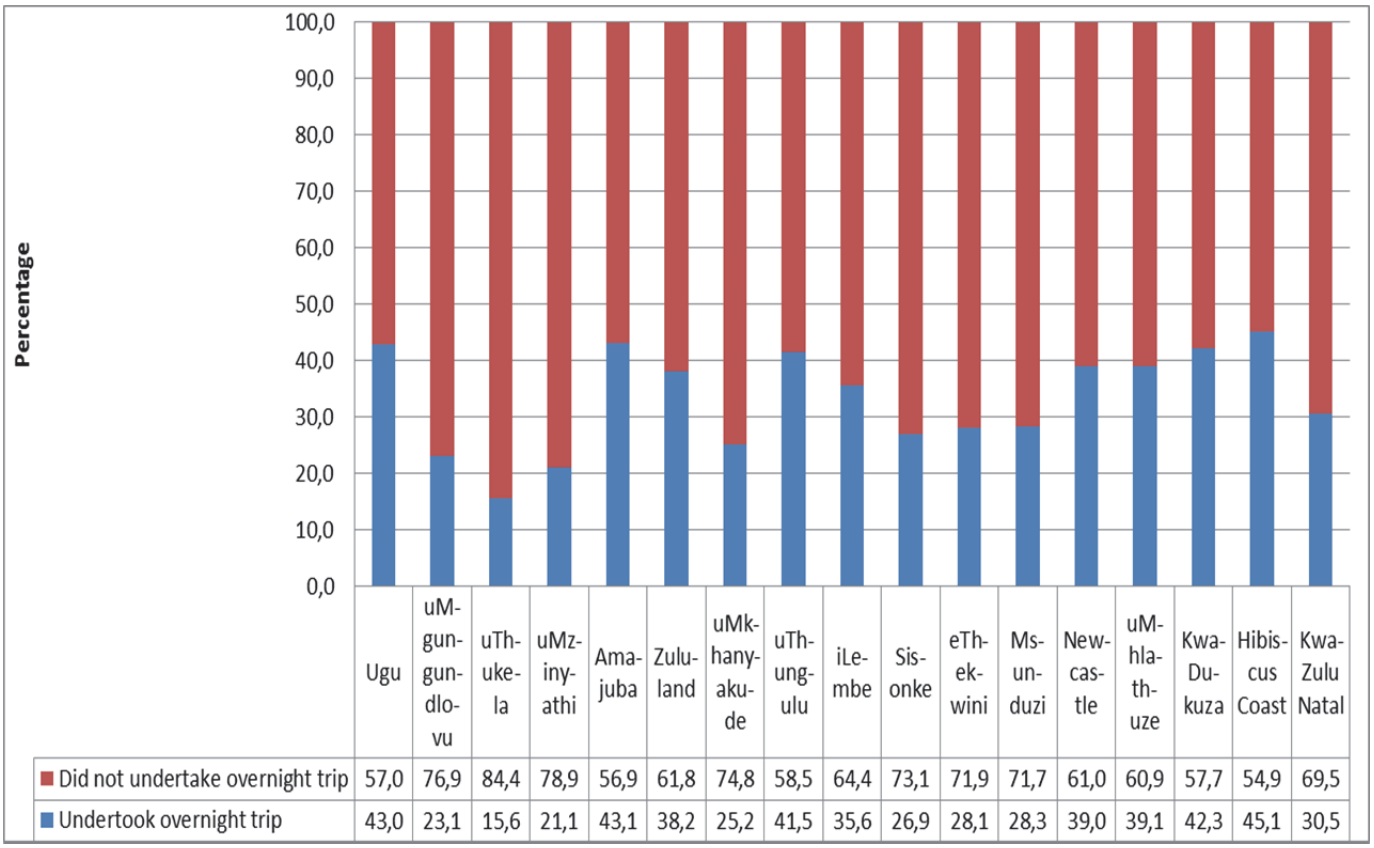
Table 7.4: Overnight trips undertaken away from usual home/residence in the twelve months prior to the interview by municipality

Municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Ugu	292	125	5,9
uMgungundlovu	279	65	3,0
uThukela	436	68	3,2
uMzinyathi	288	61	2,8
Amajuba	83	36	1,7
Zululand	447	171	8,0
uMkhanyakude	352	89	4,2
uThungulu	323	134	6,3
iLembe	277	99	4,6
Sisonke	269	72	3,4
eThekwini	2 668	749	35,1
Msunduzi	455	129	6,0
Newcastle	234	91	4,3
uMhlathuze	231	90	4,2
KwaDukuza	162	69	3,2
Hibiscus Coast	198	89	4,2
KwaZulu-Natal	**6 995**	**2 137**	**100**

Percentages calculated across municipalities, within KwaZulu-Natal

Table 7.4 shows the occurrence of overnight trips during the twelve months prior to the interview by municipalities. About 2 million persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. eThekwini (35,1%) had the highest proportion of persons travelling overnight, while Amajuba D (1,7%) had the least number of people who undertook overnight trips.

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Did not undertake overnight trip	57,0	76,9	84,4	78,9	56,9	61,8	74,8	58,5	64,4	73,1	71,9	71,7	61,0	60,9	57,7	54,9	69,5
Undertook overnight trip	43,0	23,1	15,6	21,1	43,1	38,2	25,2	41,5	35,6	26,9	28,1	28,3	39,0	39,1	42,3	45,1	30,5

Percentages calculated within municipalities

Figure 7.2 indicates the percentage of persons 15 years and older who undertook overnight trips. Almost 31,0% of people in KwaZulu-Natal undertook overnight trips. Persons in Hibiscus Coast LM (45,1%), Ugu D (43,0%), and Amajuba D (43,1%) were more likely than other municipalities to undertake overnight trips.

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

Main purpose of trip	Municipality (per cent)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Visited home	39,6	43,6	50,4	37,5	28,2	42,2	41,5	32,9	9,0	39,3	59,1	50,0	20,1	69,2	44,2	15,7	**45,3**
Shopping – business or personal	3,3	5,3	3,8	2,4	0,3	3,8	4,4	0,4	0,5	1,1	2,3	2,8	2,0	1,2	3,3	3,2	**2,4**
Sporting –as a spectator or participant	2,2	0,6	*	0,5	1,9	0,8	0,8	0,4	*	1,8	0,9	0,9	*	*	0,6	*	**0,8**
Visit friends and or family	27,8	30,8	11,3	27,4	44,2	25,5	22,8	43,5	74,9	31,8	28,9	23,4	41,3	14,6	34,8	61,4	**32,3**
Funeral	12,2	6,1	8,7	14,9	15,2	9,1	13,4	13,4	0,9	10,3	4,0	8,7	25,5	4,5	15,3	5,9	**8,4**
Medical	4,3	0,6	1,6	3,1	2,7	3,1	4,3	3,3	0,2	2,9	0,3	1,5	*	0,5	1,4	1,0	**1,5**
Religious	7,7	8,7	16,3	7,9	3,0	8,0	8,9	4,4	9,0	7,3	3,1	4,9	6,3	8,5	0,5	7,6	**5,8**
Other purposes	3,0	4,3	7,9	6,3	4,5	7,5	3,7	1,7	5,4	5,3	1,5	7,7	4,8	1,5	*	5,2	**3,6**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other includes wellness, wedding

Table 7.5 shows the main reasons for taking overnight trips by municipality. The most common reason was visiting home (45,3%), followed by visiting friends and family (32,3%). Approximately 8% of persons undertook overnight trips to attend funerals. Travelling for sporting purposes was not common in the province, with 0,8% of trips undertaken for that reason. Slightly above a quarter (25,5%) of individuals in Newcastle DM undertook overnight trips for funerals.

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

Main mode		Statistics (Numbers in thousands)	Municipality															
			Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Bus		Number	3	1	2	*	6	19	12	13	3	2	50	8	10	16	2	*	149
		Per cent	2,7	2,1	3,1	*	16,9	11,4	13,8	9,6	3,4	3,4	6,8	6,6	11,2	17,5	3,3	*	7,1
Taxi		Number	97	44	40	44	17	113	50	96	89	53	416	64	54	50	37	69	1 334
		Per cent	78,1	70,1	60,0	72,9	47,7	67,4	57,0	72,0	90,1	73,9	57,2	50,4	59,4	56,1	54,3	78,8	63,5
Private transport	Car/truck driver	Number	6	6	6	6	2	12	5	7	1	5	93	23	11	11	11	8	212
		Per cent	4,4	10,1	8,3	9,2	6,8	7,4	5,5	5,1	1,5	6,4	12,7	18,0	12,1	12,4	16,0	8,9	10,1
	Car/truck passenger	Number	5	8	11	7	6	13	14	15	4	7	123	24	8	11	8	7	271
		Per cent	3,9	12,5	16,9	12,1	15,7	7,8	16,2	11,3	3,7	9,9	16,9	19,1	8,8	12,2	11,3	7,9	12,9
Walking all the way		Number	11	1	6	2	4	8	6	2	1	4	10	2	7	2	1	4	72
		Per cent	8,9	1,9	9,5	4,0	10,4	5,0	7,1	1,6	0,9	5,0	1,3	1,5	8,2	1,8	1,9	4,4	3,4
Other modes		Number	2	2	2	1	1	2	*	*	*	1	37	6	*	*	9	*	63
		Per cent	2,0	3,3	2,3	1,8	2,4	1,0	*	*	*	1,3	5,1	4,4	*	*	13,3	*	3,0
Total		**Number**	**125**	**63**	**67**	**60**	**36**	**168**	**88**	**133**	**98**	**71**	**728**	**126**	**90**	**90**	**67**	**88**	**2 100**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Percentages calculated within municipalities
Other includes train, aircraft, scooter, bicycle, etc.

Table 7.6 summarises the modes of travel used during overnight trips. In KwaZulu-Natal, taxis (63,5%) were the most common mode of travel used. The other modes of travel used by travellers overnight was a car/truck as a passenger (12,9%) and a car/truck as the driver(10,1%). Approximately 90,1% of travellers in iLembe D used taxis, and 0,9% walked all the way to their destination.

8. Possession of a driver's licence

A driver's licence is an official document stating that a person may operate a vehicle, such as a motorcycle, car, truck, or a bus, on a public roadway. The minimum driving age in South Africa is 18, except for small motorcycles, which may be driven from the age of 15. This is similar to other countries such as Morocco, Egypt, Ghana and Kenya, to mention a few.

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

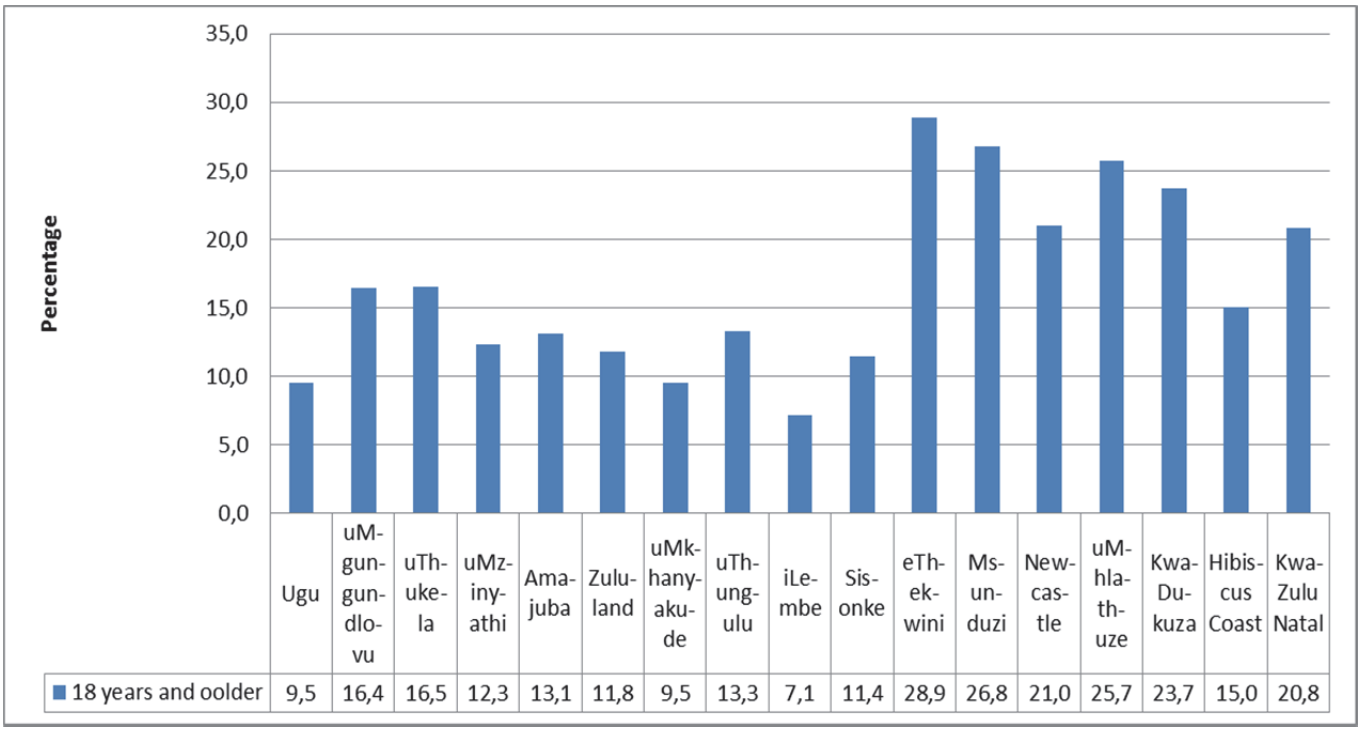
This section reviews the findings related to the distribution of persons aged 18 years and older with a driver's licence in KwaZulu-Natal. Those who were in possession of a driver's licence were further classified according to the type of driver's licence they had, their population group and age.

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

Municipality	Possession of driver's licence			
	Number 18 years and older with licence ('000)	Per cent with licence across municipality	Number 18 years and older without licence ('000)	Per cent without licence across municipality
Ugu	25	1,9	257	4,7
uMgungundlovu	41	3,2	228	4,2
uThukela	63	4,8	352	6,4
uMzinyathi	31	2,4	246	4,4
Amajuba	10	0,7	68	1,3
Zululand	46	3,5	379	6,9
uMkhanyakude	29	2,2	307	5,5
uThungulu	38	2,9	271	5,0
iLembe	17	1,3	247	4,4
Sisonke	27	2,0	231	4,2
eThekwini	713	54,3	1 881	35,1
Msunduzi	111	8,5	329	6,1
Newcastle	45	3,4	182	3,4
uMhlathuze	56	4,2	172	3,2
KwaDukuza	35	2,6	123	2,2
Hibiscus Coast	27	2,0	167	3,0
KwaZulu-Natal	**1 314**	**100,0**	**5 442**	**100,0**

According to Table 8.1, eThekwini had the highest percentage of persons in possession of driver's licence (54,3%), followed by Msunduzi LM with 8,5%. The results also show that Amajuba D had a lowest percentage of persons aged 18 years and older with drivers' licence (0, 7%). Sisonke DM and Hibiscus Coast LM had equal proportions of persons in possession of a driver's licence (2, 0%).

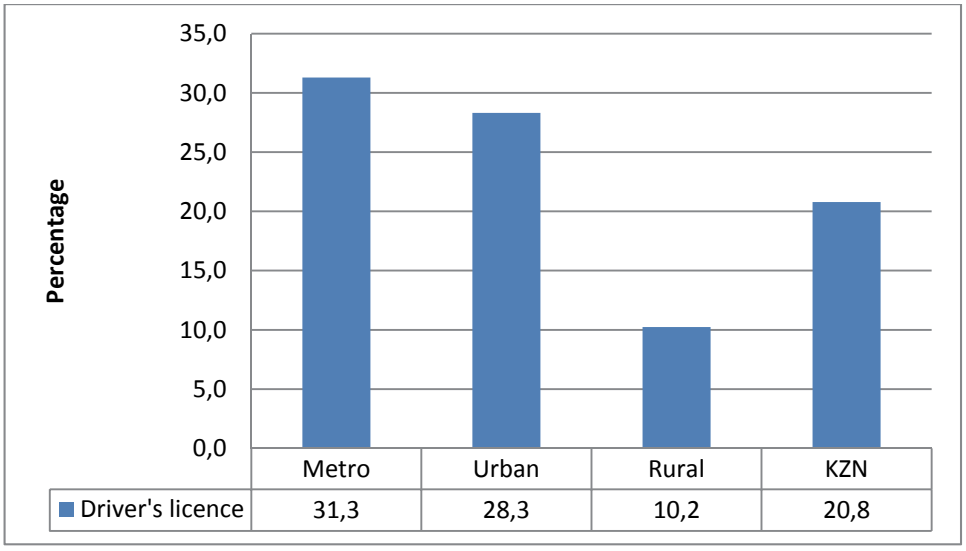
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by municipality



Percentages calculated within municipalities

Figure 8.1 presents the percentage of persons 18 years and older with a driver's licence. Approximately 21,0% of persons aged 18 years and older in KwaZulu-Natal were in possession of a driver's licence. Persons in eThekwini municipality (28,9%), Msunduzi LM (26,8%) and uMhlathuze LM (25,7%) recorded the highest proportion of persons to have a driver's licence. iLembe D (7,1%) had the lowest percentage of persons aged 18 years and older with a driver's licence.

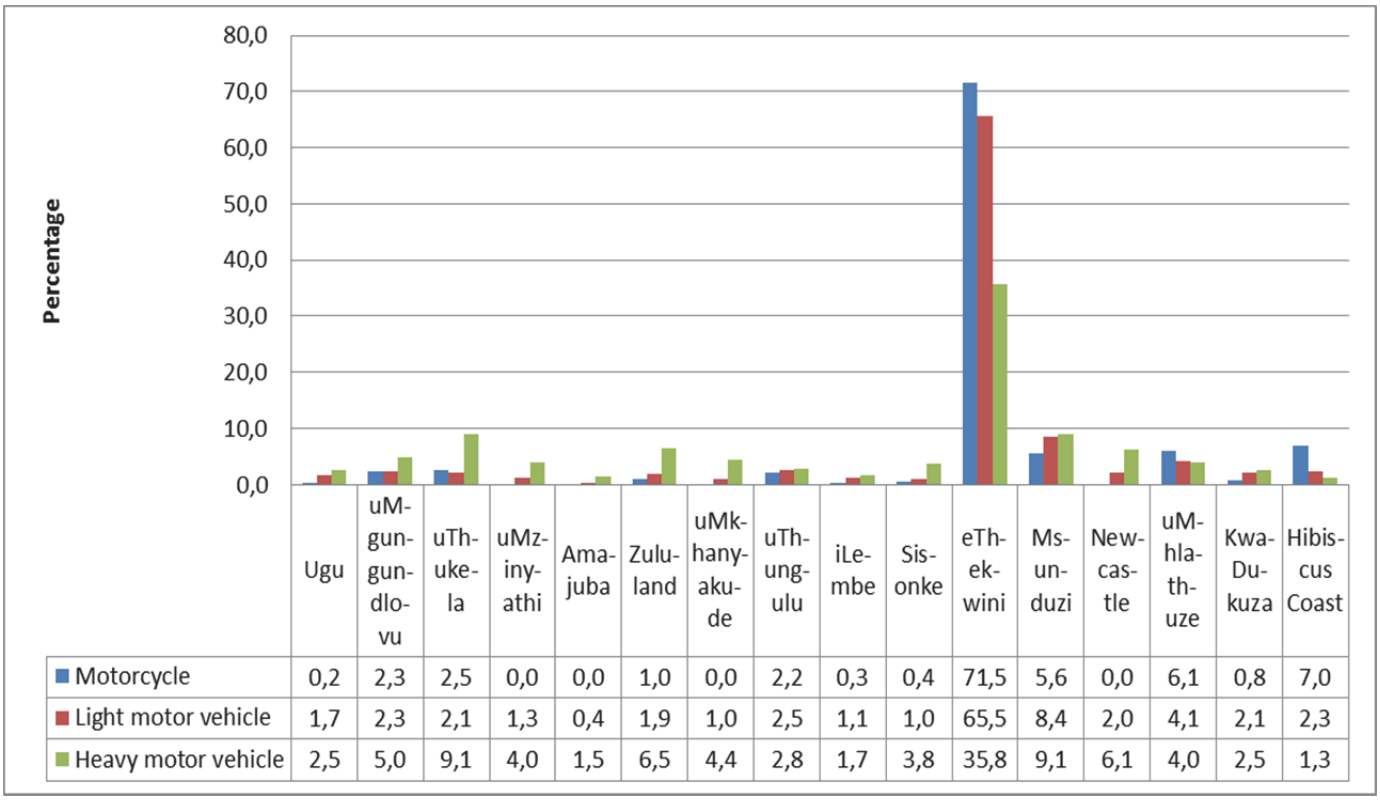
Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location



Percentages calculated within geographical locations

Figure 8.2 illustrates the possession of a driver's licence amongst those 18 years and older within their geographic location. In the province, 20,8% of the population aged 18 years and older were in possession of a driver's licence. The majority of individuals aged 18 years and older who were in possession of a driver's licence were more likely to be found in metropolitan areas (31,3%), followed by individuals in urban areas (28,3%). Rural areas had the smallest percentage of persons in possession of a driver's licence (10,2%).

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast
Motorcycle	0,2	2,3	2,5	0,0	0,0	1,0	0,0	2,2	0,3	0,4	71,5	5,6	0,0	6,1	0,8	7,0
Light motor vehicle	1,7	2,3	2,1	1,3	0,4	1,9	1,0	2,5	1,1	1,0	65,5	8,4	2,0	4,1	2,1	2,3
Heavy motor vehicle	2,5	5,0	9,1	4,0	1,5	6,5	4,4	2,8	1,7	3,8	35,8	9,1	6,1	4,0	2,5	1,3

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

Figure 8.3 indicates individuals aged 15 years and older in possession of a motorcycle driver's licence, and those aged 18 years and older in possession of a light and/or heavy motor vehicle driver's licence. The highest proportion of persons with a motorcycle driver's licence (71,5%), light motor vehicle driver's licence (65,8%) and heavy motor vehicle driver's licence (35,8%) were found in eThekwini municipality. Hibiscus Coast LM recorded the second highest percentage of individuals who had a motorcycle driver's licence (7,0%). Less than one per cent of individuals in Ugu D, iLembe D, Sisonke DM and KwaDukuza LM were in possession of a motorcycle driver's licence. Amajuba D had the lowest percentage of persons with a light motor vehicle driver's licence (0,4%).

A heavy motor vehicle licence seemed to be the most owned licence across municipalities compared to other types of licences. UThukela DM and Msunduzi LM contributed the same percentage in the province of individuals in possession of a heavy motor vehicle licence (9,1%). Only a small number of individuals in Hibiscus coast LM (1,3%) and Amajuba D (1,5%) had a heavy motor vehicle driver's licence.

Table 8.2: Number of persons by age group, type of driver's licence and sex

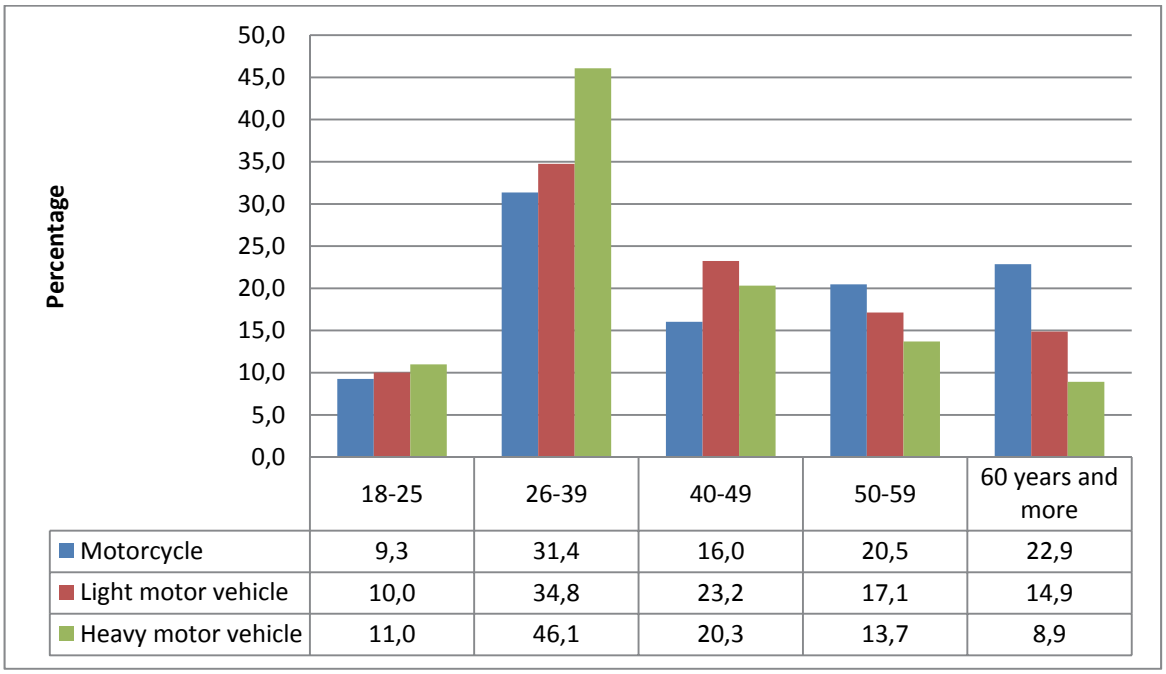
Age group	Motorcycle ('000)			Light motor vehicle ('000)			Heavy motor vehicle ('000)		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
18–25	4	3	1	82	45	37	50	40	9
26–39	15	9	6	285	173	112	208	163	46
40–49	8	5	2	190	111	80	92	73	18
50–59	10	7	2	140	85	56	62	54	8
60 years +	11	5	6	122	68	54	40	35	5
Total	**47**	**29**	**18**	**819**	**482**	**339**	**452**	**365**	**86**

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

According to Table 8.2, 819 000 individuals aged 18 years and older in the province held a light motor vehicle driver's licence. Slightly less than half a million individuals in the province had a heavy motor vehicle driver's licence (452 000). Only 47 000 individuals aged 15 years and older had a driver's licence for a motorcycle. Male individuals were more likely to have a driver's licence for all types of licences than female individuals. The age group 26–39 years is more likely to hold licences of all types.

The age group 40–49 years was the age group with the second highest number of individuals in possession of a light and/or heavy motor vehicle licence, with 190 000 and 92 000 respectively. Motorcycle driver's licences were the highest in age groups 50–59 years and 60 years and older. Females who are 60 years and more were more likely to have a motorcycle licence than their male counterparts. One thousand females between the ages of 18 and 25 years held a motorcycle driver's licence. Men seemed predominantly to contribute more to heavy motor vehicle licences than women.

Figure 8.4: Percentage of persons by type of driver's licence and age group



	18-25	26-39	40-49	50-59	60 years and more
Motorcycle	9,3	31,4	16,0	20,5	22,9
Light motor vehicle	10,0	34,8	23,2	17,1	14,9
Heavy motor vehicle	11,0	46,1	20,3	13,7	8,9

Figure 8.4 presents information about persons aged 15 years and older with a motorcycle driver's licence and those aged 18 years and older with a light and heavy motor vehicle driver's licence by type of licence and age group. The results indicate that the age group 26–39 were the most prevalent group who held all types of driver's licences. This was followed by age group 40–49 years for light and heavy motor vehicle driver's licences. The age group 18–25 years appeared to be the group with smaller percentages of individuals who held all types of licences.

Table 8.3: Persons aged 18 years and older who are in possession of a driver's licence (light and heavy motor) by sex and municipality

Sex	Statistics ('000)	Municipality (per cent)																
		Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Male	Number	19	28	42	19	6	29	21	24	11	19	442	67	30	40	20	14	**830**
	Per cent	76,8	67,7	70,9	68,4	63,4	64,1	73,5	73,1	65,9	74,0	64,6	61,1	67,7	78,4	69,8	60,2	**66,3**
Female	Number	6	13	17	9	3	16	7	9	6	7	242	42	14	11	9	9	**422**
	Per cent	23,2	32,3	29,1	31,6	36,6	35,9	26,5	26,9	34,1	26,0	35,4	38,9	32,3	21,6	30,2	39,8	**33,7**
Total	**Number**	**25**	**41**	**59**	**28**	**10**	**45**	**28**	**33**	**17**	**25**	**684**	**109**	**44**	**52**	**29**	**23**	**1 252**

Table 8.3 shows that most of the persons aged 18 years and older with a light and/or heavy motor vehicle driver's licence were males (66,3%). Slightly above a third (33,7%) of persons with a driver's licence were female. This pattern was repeated across all municipalities. Males in uMhlathuze LM (78,4%) were more likely than those in other municipalities to have a driver's licence. Hibiscus Coast LM recorded a rather low percentage of males (60,2%) with a driver's licence; however, this LM had the highest percentage of females (39,8%) with a driver's licence.

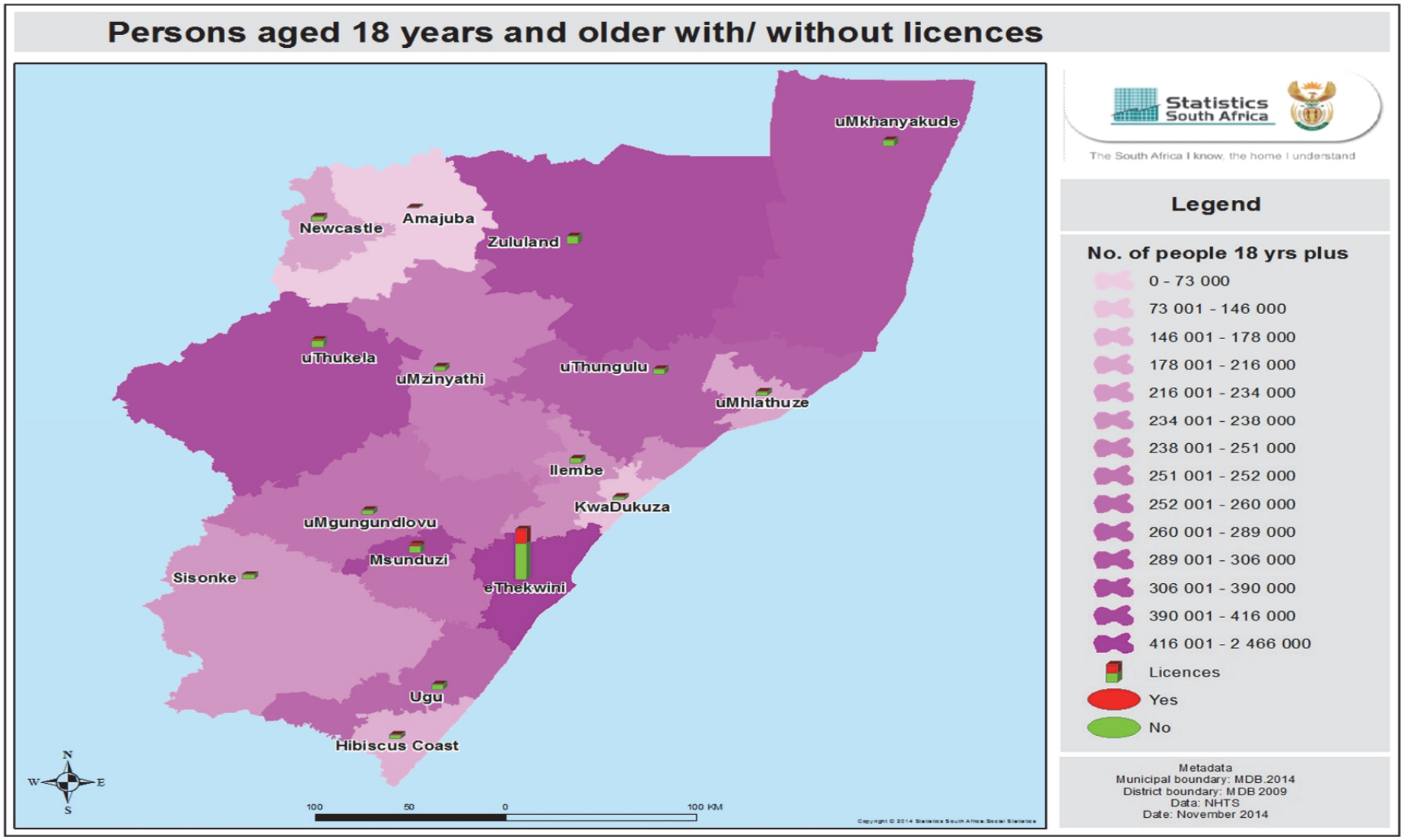
Table 8.4: Persons aged 18 years and older who are in possession of a driver's licence (light and heavy motor) by population group and municipality

Population group	Statistics ('000)	Municipality (per cent)																
		Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Black African	Number	18	26	49	20	7	43	28	30	16	22	291	62	34	40	14	13	**712**
	Per cent	72,8	62,3	83,8	69,2	70,5	94,3	97,5	91,3	94,2	86,4	42,5	57,1	77,8	77,2	47,8	56,0	**56,8**
Coloured	Number	*	*	1	*	*	*	*	*	*	2	24	1	*	*	*	*	**29**
	Per cent	*	*	1,6	*	*	*	*	*	*	5,9	3,5	1,1	*	*	*	*	**2,3**
Indian/Asian	Number	3	1	5	3	1	*	*	*	*	*	221	23	2	*	7	3	**272**
	Per cent	10,8	2,8	7,9	11,8	11,1	*	*	*	*	*	32,4	21,5	5,1	*	25,5	12,5	**21,7**
White	Number	4	14	4	5	2	3	1	2	*	2	148	22	8	10	8	7	**240**
	Per cent	15,7	33,6	6,7	18,5	18,5	5,7	2,5	6,6	*	7,7	21,6	20,3	17,1	20,2	26,7	31,5	**19,1**
Total	**Number**	**25**	**41**	**59**	**28**	**10**	**45**	**28**	**33**	**17**	**25**	**684**	**109**	**44**	**52**	**29**	**23**	**1 252**

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

According to Table 8.4, more than half of persons aged 18 years and older who had a light and/or heavy motor vehicle driver's licence in KwaZulu-Natal were black African (56,8%), followed by 21,7% who were Indian/Asian. Nineteen per cent of the population aged 18 years and older who had a driver's licence was white, and only 2,3% were coloured. uMkhanyakude DM had the highest percentage of black Africans (91,3%) with a driver's licence. eThekwini municipality recorded the largest proportion of Indian/Asian persons (32,4%) with a driver's licence.

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



9. Households

9.1 Introduction

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

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

9.2 Socio-economic circumstances of households

Table 9.1: Dwelling type of household, by municipality

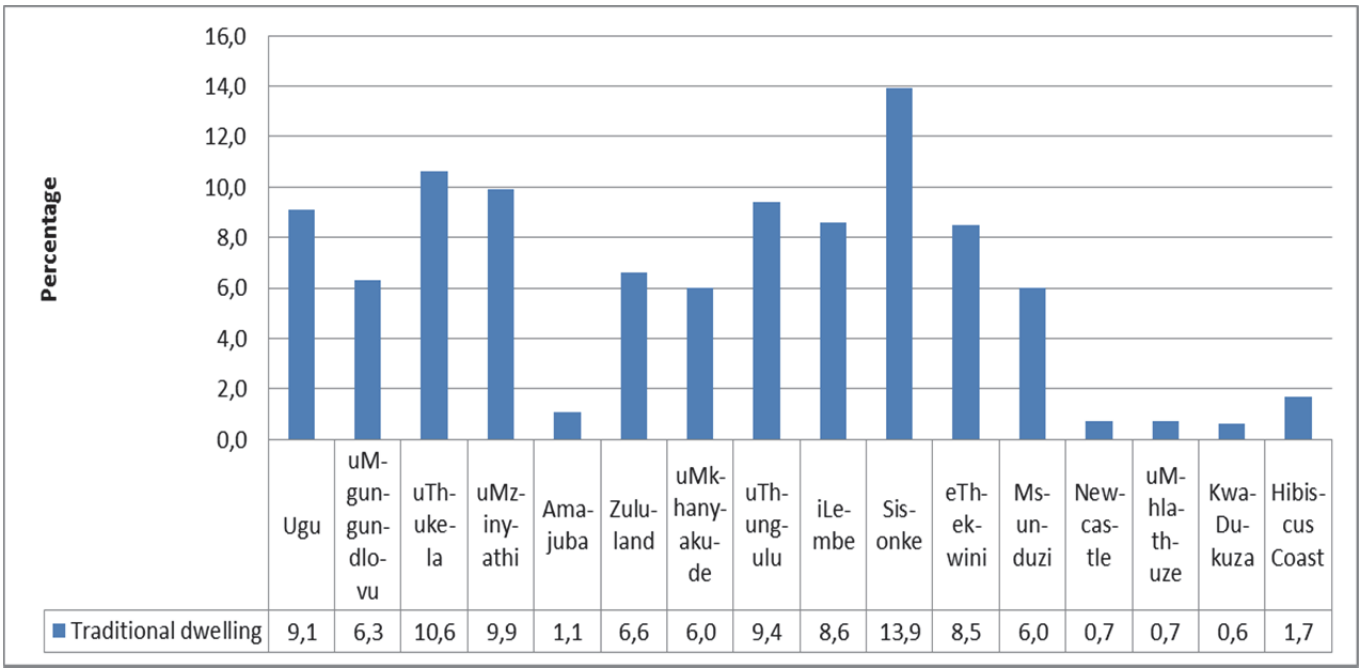
Municipality (per cent within municipality)	Dwelling type				
	Formal dwelling	Informal dwelling	Traditional dwelling	Other	Total
Ugu	53,1	2,3	44,6	*	**100,0**
uMgungundlovu	64,0	4,5	31,0	0,6	**100,0**
uThukela	63,4	0,1	36,0	0,5	**100,0**
uMzinyathi	47,2	5,8	47,0	*	**100,0**
Amajuba	74,4	3,4	21,7	0,6	**100,0**
Zululand	75,8	1,5	22,3	0,4	**100,0**
uMkhanyakude	75,8	0,6	23,3	0,3	**100,0**
uThungulu	57,9	2,7	39,4	*	**100,0**
iLembe	58,7	0,3	40,4	0,7	**100,0**
Sisonke	33,2	2,6	64,0	0,3	**100,0**
eThekwini	79,3	16,1	4,4	0,2	**100,0**
Msunduzi	75,0	7,0	17,9	0,1	**100,0**
Newcastle	87,6	7,9	3,6	0,8	**100,0**
uMhlathuze	90,5	4,8	4,2	0,5	**100,0**
KwaDukuza	88,8	5,4	4,7	1,1	**100,0**
Hibiscus Coast	74,6	12,2	12,0	1,2	**100,0**
KwaZulu-Natal	**71,6**	**8,4**	**19,6**	**0,3**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other includes caravan/tent

Table 9.1 presents the living conditions of KwaZulu-Natal households. Seven in ten households lived in formal dwellings (71,6%), followed by households who lived in traditional dwellings 19,6%, while only 8,4% of households lived in informal dwellings.

The households in uMhlathuze LM were more likely to live in formal dwellings (90,5%) than any other municipality, followed by households in KwaDukuza LM (88,8%) and Newcastle LM (87,6%). eThekwini municipality and Hibiscus Coast LM had the highest proportion of households living in informal dwellings with 16,1% and 12,2% respectively. Households in Sisonke DM (64,0%) were more likely to live in traditional dwellings than those in other municipalities.

Figure 9.1: Traditional dwelling by municipality



Percentages calculated within municipalities

The municipalities with the most traditional dwellings were Sisonke DM (13,9%), followed by uThukela DM (10,6%), and uMzinyathi DM (9,9%), while KwaDukuza LM (0,6%) had the least households living in traditional dwellings.

Table 9.2: Source of household income, by municipality

Source of household income	Municipality (per cent within income source category)																
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Salaries\ wages\ commission	2,8	3,7	4,8	2,2	1,0	4,5	3,8	3,7	3,2	2,9	45,6	7,5	3,6	3,9	3,5	3,1	**100,0**
Income from a business	3,2	4,3	6,4	2,6	0,7	7,0	9,0	2,2	1,4	4,8	42,0	5,5	2,5	4,7	2,2	1,5	**100,0**
Remittances (including child maintenance)	6,4	1,6	5,8	6,4	1,7	8,4	3,5	7,8	4,8	5,4	30,7	3,1	5,3	4,9	1,6	2,6	**100,0**
Pensions	3,9	3,8	5,5	4,6	0,7	6,0	5,6	9,6	8,7	2,4	37,7	3,5	0,7	2,4	3,2	1,9	**100,0**
Grants	6,3	4,9	7,8	6,0	1,6	7,6	6,7	4,8	4,4	6,2	25,9	6,5	4,3	2,1	1,4	3,5	**100,0**
Sales of farming products and services	1,7	1,1	12,8	*	0,5	7,6	19,0	*	13,4	7,5	27,9	3,0	*	2,1	3,4	*	**100,0**
Income from UIF	0,7	4,7	4,2	13,1	*	7,7	3,1	5,6	8,1	*	45,1	5,7	1,9	*	*	*	**100,0**
Other income sources	3,8	5,3	0,6	5,3	*	3,8	2,8	15,2	4,0	4,3	36,5	8,1	1,4	1,1	5,1	2,4	**100,0**

Table 9.2: Source of household income, by municipality (concluded)

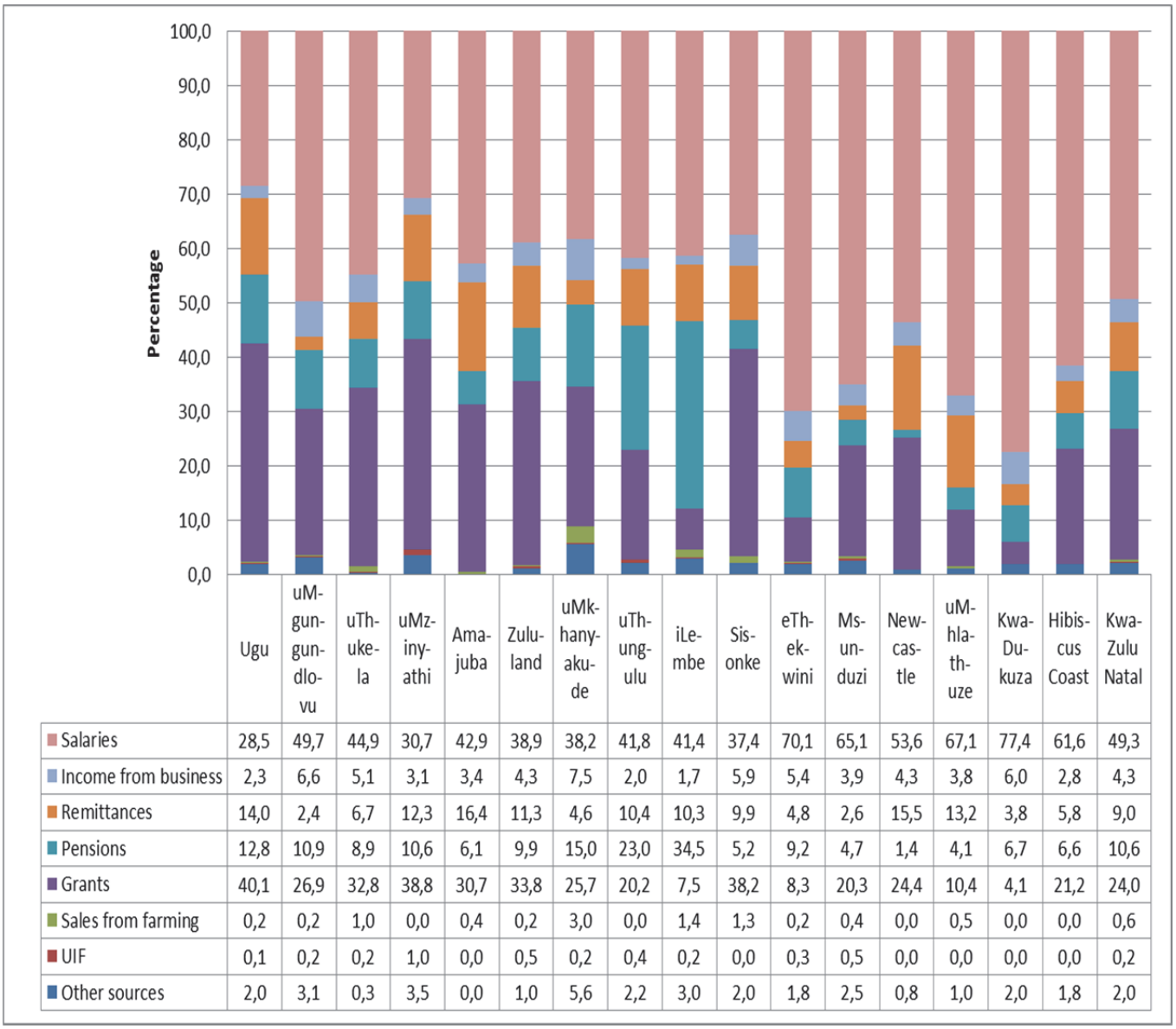
Source of household income	Municipality (per cent within municipality)																
	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	ILembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Salaries\ wages\ commission	42,8	56,7	52,0	34,1	57,4	49,0	47,4	49,6	49,3	42,3	75,1	72,5	61,8	70,9	80,3	67,3	**62,4**
Income from a business	6,3	8,3	8,7	5,0	5,1	9,6	14,4	3,8	2,9	9,0	8,9	6,8	5,5	11,0	6,4	4,2	**8,0**
Remittances (including child maintenance)	24,7	6,1	15,5	24,1	25,3	22,5	11,0	26,3	18,2	19,8	12,8	7,6	22,6	22,5	9,0	13,8	**15,7**
Pensions	18,8	18,2	18,6	21,9	13,1	20,3	21,7	39,8	42,0	10,8	19,6	10,6	3,7	13,6	23,2	12,9	**19,7**
Grants	70,9	54,3	61,5	66,2	69,3	59,5	61,2	47,0	48,8	66,1	31,6	46,3	54,1	28,4	23,9	54,5	**45,9**
Sales of farming products and services	0,3	0,2	1,9	*	0,4	1,1	3,2	*	2,8	1,5	0,6	0,4	*	0,5	1,1	*	**0,8**
Income from UIF	0,1	0,6	0,4	1,7	*	0,7	0,3	0,6	1,0	*	0,6	0,5	0,3	*	*	*	**0,5**
Other income sources	2,8	3,8	0,3	3,8	*	1,4	8,9	2,5	3,2	2,8	2,8	3,7	1,2	1,0	5,6	2,3	**2,9**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Respondents could select more than one source of income
Other income sources includes rental income, interest

According to Table 9.2, the majority of households in KwaZulu-Natal received income from salaries and wages (62,4%), while 45,9% benefited from social grants and 19,7% from pensions. Households in KwaDukuza LM (80,3%) and eThekwini municipality (75,1%) were more likely to benefit from salaries and wages. Municipalities which were least likely to receive their income from salaries and wages were, however, more likely than other municipalities to receive their income from social grants. For instance, 42,8% of households in Ugu D benefited from salaries and wages while 70,9% of households received an income from social grants.
eThekwini had the highest share of all sources of income in the province. Within a source of income, eThekwini municipality had the highest proportion of households who received their income from all sources listed. The households that mentioned salaries and wages as their source of income were residing in eThekwini (45,6%), followed by those who lived in Msunduzi LM (7,5%).

Other important sources of income in the province included remittances (15,7%) and income from business (8,0%). Remittances were important in uThungulu D (26,3%) and Ugu D (24,7%). Households in uMkhanyakude DM (14,4%) were more likely to receive income from a business.

Figure 9.2: Main source of household income by municipality



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Salaries	28,5	49,7	44,9	30,7	42,9	38,9	38,2	41,8	41,4	37,4	70,1	65,1	53,6	67,1	77,4	61,6	49,3
Income from business	2,3	6,6	5,1	3,1	3,4	4,3	7,5	2,0	1,7	5,9	5,4	3,9	4,3	3,8	6,0	2,8	4,3
Remittances	14,0	2,4	6,7	12,3	16,4	11,3	4,6	10,4	10,3	9,9	4,8	2,6	15,5	13,2	3,8	5,8	9,0
Pensions	12,8	10,9	8,9	10,6	6,1	9,9	15,0	23,0	34,5	5,2	9,2	4,7	1,4	4,1	6,7	6,6	10,6
Grants	40,1	26,9	32,8	38,8	30,7	33,8	25,7	20,2	7,5	38,2	8,3	20,3	24,4	10,4	4,1	21,2	24,0
Sales from farming	0,2	0,2	1,0	0,0	0,4	0,2	3,0	0,0	1,4	1,3	0,2	0,4	0,0	0,5	0,0	0,0	0,6
UIF	0,1	0,2	0,2	1,0	0,0	0,5	0,2	0,4	0,2	0,0	0,3	0,5	0,0	0,0	0,0	0,0	0,2
Other sources	2,0	3,1	0,3	3,5	0,0	1,0	5,6	2,2	3,0	2,0	1,8	2,5	0,8	1,0	2,0	1,8	2,0

Percentages were calculated within municipalities
Other income sources includes rental income, interest

Figure 9.2 depicts the main sources of household income by municipality. The main sources of income in the province were salaries (55,9%), followed by social grants (19,0%), and pensions (10,4%). The same pattern was observed in all the municipalities; however, in Ugu D (40,1%), uMzinyathi DM (38,8%), and Sisonke DM, most households were dependent on social grants as their main source of income. Dependence on pensions was the highest in iLembe D (34,5%) and uThungulu D (23,0%).

Figure 9.3: Monthly household expenditure, by municipality

	Ugu	uM-gun-gun-dlo-vu	uTh-uke-la	uMz-iny-athi	Ama-juba	Zulu-land	uMk-hany-aku-de	uTh-ung-ulu	iLe-mbe	Sis-onke	eTh-ek-wini	Ms-un-duzi	New-cas-tle	uM-hla-th-uze	Kwa-Du-kuza	Hibis-cus Coast	Kwa-Zulu Natal
0 - 799	25,9	29,7	25,4	36,8	45,5	20,4	39,8	26,9	24,4	31,9	15,9	13,5	39,1	26,9	22,8	30,6	28,5
800 - 1799	49,1	31,7	42,3	44,3	35,6	39,4	43,2	51,7	43,9	51,5	29,4	32,3	40,4	27,2	32,6	49,9	40,3
1800 - 4999	20,3	29,8	23,9	13,7	14,2	29,7	16,0	15,4	24,8	14,5	31,0	32,4	13,1	30,2	33,7	13,4	22,3
5000 - 9999	3,2	4,4	6,5	2,8	3,8	7,9	0,6	4,0	7,0	1,9	14,1	10,3	4,7	9,1	5,6	4,8	5,7
10000 or more	1,5	4,5	1,8	2,3	0,9	2,6	0,4	2,0	0,0	0,2	9,6	11,5	2,8	6,7	5,3	1,2	3,3

Percentages were calculated within municipalities

Figure 9.3 shows the monthly household expenditure patterns. In the province, a large proportion of households (40,3%) had a monthly expenditure of between R800 and R1 799, followed by more than a quarter of households (28,5%) who spent R799 or less on a monthly basis. Only 9% of the households in KwaZulu-Natal spent R5 000 or more. More than half of the households in uThungulu D (51,7%) and Sisonke DM (51,5%) had monthly expenditures between R800 and R1 799. Four in ten households in Amajuba D (45,5%) and close to 40% of the households in uMkhanyakude DM (39,8%) and Newcastle LM (39,1%) spent less that R800 a month. Households spending R5 000 or more per month were found in eThekwini municipality (23,7%) and Msunduzi LM (21,8%).

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

Municipality	Number of bicycles (per cent across municipality, within KZN)				
	0		1 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Ugu	97	4,1	2	2,7	**99**
uMgungundlovu	96	4,0	3	5,0	**99**
uThukela	134	5,6	8	11,9	**141**
uMzinyathi	99	4,2	2	3,9	**102**
Amajuba	25	1,0	1	1,7	**26**
Zululand	135	5,7	7	10,8	**142**
uMkhanyakude	123	5,2	3	4,9	**126**
uThungulu	114	4,8	1	1,6	**115**
iLembe	100	4,2	*	0,6	**101**
Sisonke	102	4,3	2	3,9	**105**
eThekwini	906	38,0	17	26,3	**922**
Msunduzi	152	6,4	7	10,6	**159**
Newcastle	85	3,5	4	5,8	**88**
uMhlathuze	81	3,4	4	6,7	**85**
KwaDukuza	63	2,6	*	1,4	**64**
Hibiscus Coast	70	2,9	*	2,0	**71**
KwaZulu-Natal	**2 382**	**100**	**63**	**100**	**2 446**

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

Bicycles in working order and used for transport purposes owned by KwaZulu-Natal households are summarised in Table 9.3. A total of 63 000 households reported to have at least one bicycle in working order and used for transport purposes. Just above a quarter of the households who reported to have at least one bicycle were from eThekwini (26,3%), followed by 11,9% in uThukela DM and 10,8% in Zululand DM.

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

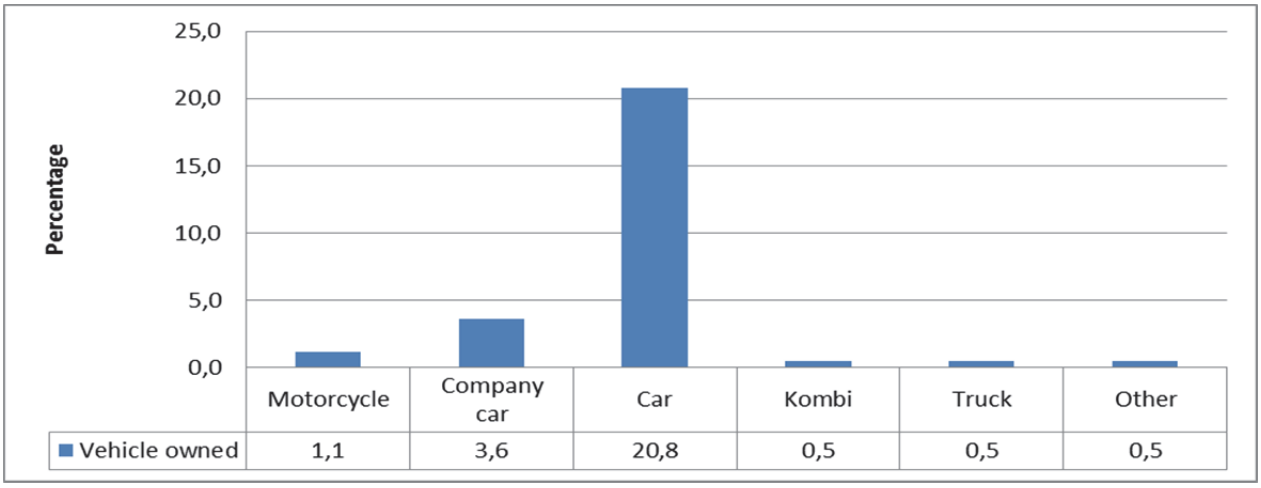


Figure 9.4 shows household ownership or access to vehicles in the province. One out of five households reported to own or have access to a car (20,8%), followed by those who had access to a company car (3,6%).

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

Municipality	Type of vehicle (per cent across municipality, within KZN)						
	Motor-cycle	Company car/ bakkie/ station wagon/ 4x4	Household car/bakkie/ station wagon/ 4x4	Relative's /friend's car/bakkie/ station wagon/ 4x4	Minibus/ Kombi	Truck	Other
Ugu	1,9	1,6	2,4	1,3	3,3	2,6	3,5
uMgungundlovu	9,1	4,5	3,4	4,5	5,9	8,7	*
uThukela	5,1	4,1	5,2	4,8	5,1	2,2	4,9
uMzinyathi	1,1	2,7	2,5	0,2	3,1	2,3	
Amajuba	0,4	0,4	0,5	0,0		2,4	11,0
Zululand	1,4	3,4	4,6	4,4	6,1	5,6	25,9
uMkhanyakude	*	1,3	2,6	7,8	1,7	1,9	*
uThungulu	*	3,5	3,4	5,5	2,2	3,7	7,0
iLembe	*	1,1	0,8	1,0	11,1	4,7	*
Sisonke	2,5	0,8	2,5	5,9	41,0	4,0	7,1
eThekwini	61,2	64,0	52,1	47,5	13,2	54,2	23,5
Msunduzi	5,4	6,2	9,1	10,7	2,8	5,7	*
Newcastle	0,9	0,8	2,5	1,5	4,6	2,1	17,1
uMhlathuze	11,1	4,0	4,4	3,8	6,1	*	*
KwaDukuza	*	0,5	1,9	1,2	*	*	*
Hibiscus Coast	*	1,1	2,3	*	*	*	*
KwaZulu-Natal	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

	Type of vehicle (per cent within municipality)						
Municipality	Motor-cycle	Company car/ bakkie/ station wagon/ 4x4	Household car/ bakkie/ station wagon/ 4x4	Relative's /Friend's car/ bakkie/ station wagon/ 4x4	Minibus/ Kombi	Truck	Other
Ugu	0,5	1,4	12,4	1,5	0,4	0,4	0,2
uMgungundlovu	2,6	4,1	17,5	5,0	0,8	1,2	*
uThukela	1,0	2,5	18,6	3,7	0,5	0,2	1,4
uMzinyathi	0,3	2,3	12,8	0,2	0,4	0,3	*
Amajuba	0,4	1,3	10,5	0,2	.	1,3	11,9
Zululand	0,3	2,1	16,6	3,4	0,6	0,5	5,6
uMkhanyakude	*	0,9	10,7	6,9	0,2	0,2	*
uThungulu	*	2,7	14,8	5,2	0,3	0,4	0,9
iLembe	*	0,9	4,2	1,1	*	0,6	*
Sisonke	0,7	0,6	12,0	6,2	1,4	0,5	3,2
eThekwini	1,8	6,1	28,7	5,7	0,6	0,8	0,3
Msunduzi	0,9	3,4	29,0	7,4	1,1	0,5	*
Newcastle	0,3	0,8	14,5	1,8	0,4	0,3	12,9
uMhlathuze	3,6	4,2	26,4	4,9	0,7	*	*
KwaDukuza	*	0,6	14,4	1,9	*	*	*
Hibiscus Coast	*	1,4	16,4	*	*	*	*
KwaZulu-Natal	**1,1**	**3,6**	**20,8**	**4,5**	**0,5**	**0,5**	**0,5**

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

Table 9.4 presents the households' vehicle ownership status. eThekwini had the highest levels of access to or ownership of all types of vehicles, except for minibuses which were dominant in Sisonke DM (41,0%). The majority of households who owned or had access to a company car were from eThekwini (64,0%), followed by 4,5% in uMgungundlovu D.

In KwaZulu-Natal province, one in five households owned a car/bakkie (20,8%), followed by 4,5% of households who had access to a friend's/relative's car/bakkie, and 3,6% who had access to a company car. Households in Msunduzi LM (29,0%) and eThekwini (28,7%) were more likely than those in other municipalities to own a car/bakkie.

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

The household section in the questionnaire explores the transport modes as well as the time (in minutes) it takes to reach key services and facilities in the province. Tables 9.5 and 9.6 illustrate the findings of this subsection.

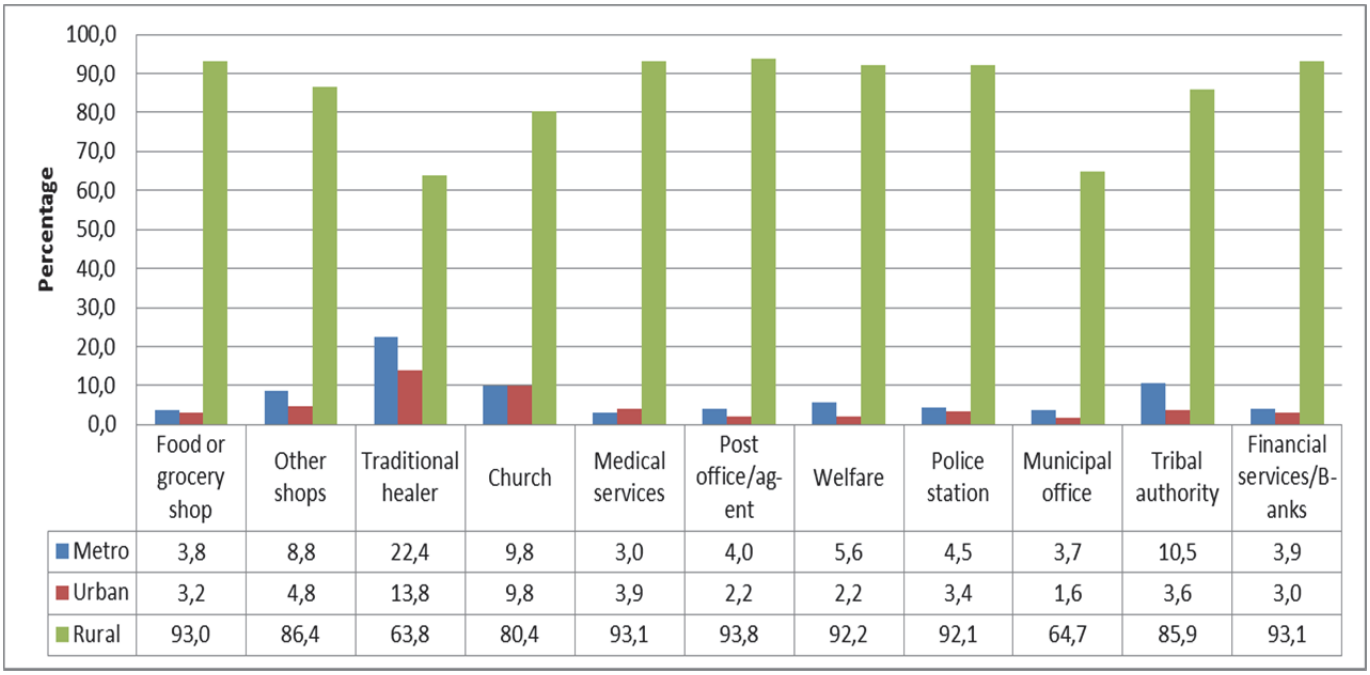
Table 9.5: Household travel time to services and facilities

	Travel time (per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	26,8	40,1	27,1	6,1	**100,0**
Other shops	60,0	23,9	13,4	2,7	**100,0**
Traditional healer	34,2	37,5	21,7	6,7	**100,0**
Church	51,0	34,8	11,2	2,9	**100,0**
Medical services	31,1	43,2	20,5	5,2	**100,0**
Post office	34,1	40,3	20,6	4,9	**100,0**
Welfare office	16,5	29,3	19,6	34,6	**100,0**
Police station	31,5	41,7	21,3	5,4	**100,0**
Municipal office	27,5	41,0	25,5	6,1	**100,0**
Tribal authority	28,1	40,1	24,7	7,1	**100,0**
Financial services/Banks	26,1	40,6	27,3	5,9	**100,0**

Most households who travelled to other shops (60%) travelled 15 minutes or less, followed by 23,9% who travelled between 16 and 30 minutes. Slightly more than half of the households in the province who travelled to church travelled at most 15 minutes (51%) and above a third (34,8%) travelled between 16 and 30 minutes to get there. At least four in ten households who travelled to medical services (43,2%), post office (40,3%), municipal office (41,0%), tribal authority (40,1%), food or grocery shops (40,1%) and financial services (40,6%), travelled between 16 and 30 minutes.

More than a third (34,6%) of the households who travelled to a welfare office travelled more than an hour, while only 16,5% reached the facility within 15 minutes. More than a quarter of households who travelled to financial services (27,3%) and food or grocery shops (27,1%) travelled between 31 minutes and an hour.

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



	Food or grocery shop	Other shops	Traditional healer	Church	Medical services	Post office/ag-ent	Welfare	Police station	Municipal office	Tribal authority	Financial services/B-anks
Metro	3,8	8,8	22,4	9,8	3,0	4,0	5,6	4,5	3,7	10,5	3,9
Urban	3,2	4,8	13,8	9,8	3,9	2,2	2,2	3,4	1,6	3,6	3,0
Rural	93,0	86,4	63,8	80,4	93,1	93,8	92,2	92,1	64,7	85,9	93,1

Figure 9.5 illustrates the percentage of households who travelled to selected services for more than 60 minutes by geographical location in the province. The majority of households that travelled more than an hour to all selected services were likely to reside in rural areas in general. Nine in ten households who travelled more than an hour to a post office (93,8%), financial services (93,1%), food or grocery shop (93%), welfare offices (92,2%) and/or a police station (92,1%) were from rural areas. More than one in five households in the metropolitan areas (22,4%) travelled more than an hour to traditional healers. Households in urban areas seemed to be closer than other geographic locations to the selected services, as they have recorded lower percentages with regard to travel time to reach all of the services depicted in Figure 9.5.

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

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/ Banks
Walk	6,9	51,4	18,8	46,5	18,3	14,5	6,4	11,9	8,0	20,1	5,4
Bus	3,9	1,5	0,5	1,1	2,7	2,3	2,8	2,5	2,4	1,0	3,1
Minibus taxi	65,2	25,1	8,1	17,4	53,2	45,9	54,6	53,9	53,5	18,0	64,1
Car/ bakkie/ minibus	22,2	15,9	3,5	14,0	19,1	16,5	12,1	16,2	16,6	4,0	20,4
Do not need to get there	0,3	5,1	68,2	20,2	5,7	19,9	23,2	14,7	18,7	56,0	6,0
Other	1,5	0,9	0,8	0,6	1,0	0,8	0,9	0,8	0,7	0,9	0,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes train, truck/lorry, scooter, etc.

The modes of travel used to access services and public facilities are summarised in Table 9.6. Minibus taxis were generally used to travel to most services and facilities. More than six out of ten households who travelled to food or grocery shops (65,2%) and financial services (64,1%) used minibus taxis. Just above half of the households who travelled to a welfare office (54,6%), police station (53,9%), municipal office (53,5%) and/or medical service (53,2%) used minibus taxis. The second most popular mode of travel was a car/bakkie/minibus when travelling to food or grocery shops (22,2%) and financial services/banks (20,4%).

Close to seventy per cent (68,2%) of households indicated that they did not need to travel to traditional healers, and more than half of the households (56,0%) did not need to travel to tribal authorities. More than half of the households who went to other shops (51,4%) and 46,5% of households that went to church indicated that they walked.

9.4 Attitudes and perceptions about transport

Section 7 in the questionnaire explores household perceptions, attitudes around transport and transport related problems. Table 9.7 deals with information regarding transport related problems. Further questions that seek to identify the factors influencing the household's choices in mode of travel were included in the questionnaire and are summarised in Table 9.8 and Table 9.9. Lastly, information on main modes of transport usually used by households is depicted in Table 9.10.

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

Transport-related problems	Municipality (per cent of problems within KZN)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
General problems																	
No transport problems	7,8	9,5	3,2	2,4	6,5	4,5	7,1	3,9	1,5	5,9	6,2	10,9	18,4	10,9	2,3	6,7	**6,4**
Poor condition of roads	17,6	17,9	17,2	11,2	8,5	22,7	17,3	16,6	21,9	22,0	6,5	8,0	8,0	11,2	1,3	19,3	**12,2**
Rude drivers	3,4	4,8	3,4	4,7	4,3	4,6	1,3	3,4	2,1	4,5	5,5	2,9	7,5	5,1	7,6	4,2	**4,6**
Overload	14,1	6,0	3,2	5,8	6,1	5,3	6,6	2,4	1,6	10,8	7,5	7,4	9,8	2,6	1,5	8,2	**6,6**
Congestion	0,1	1,3	0,7	.	0,5	0,2	0,4	1,4	*	*	2,8	6,7	0,6	2,7	*	0,3	**1,8**
Crime	0,3	1,0	2,4	0,4	1,6	0,5	0,4	1,5	0,9	0,3	5,9	1,1	2,6	1,6	0,4	1,2	**2,9**
Toll fees	0,3	0,1	0,1	0,1	*	0,1	0,2	*	*	*	0,5	0,6	0,3	0,4	*	*	**0,3**
Parking	*	0,5	0,6	*	*	0,1	0,1	0,2	*	0,1	0,7	0,1	*	*	*	*	**0,3**
Other	0,7	1,4	0,5	0,7	2,0	1,7	0,2	2,5	*	0,7	0,8	1,9	1,0	7,1	*	*	**1,1**
Taxi																	
Taxis too expensive	13,9	11,2	19,0	21,6	9,8	12,9	11,2	5,0	12,7	13,2	8,8	14,7	13,9	11,1	16,9	7,3	**11,6**
Reckless driving by taxi drivers	2,4	4,0	3,3	2,5	3,4	1,3	0,3	2,9	3,5	2,3	6,6	5,9	7,1	3,2	3,3	1,2	**4,4**
No taxis at specific times, e.g. late at night	20,4	10,5	10,4	13,4	11,8	14,6	8,4	8,0	10,9	13,6	6,3	17,4	10,1	12,6	8,2	33,1	**10,6**
Taxis too far	7,5	10,4	10,4	12,8	3,5	7,8	3,0	4,7	6,5	6,2	4,7	8,1	1,5	7,5	5,1	1,5	**6,1**
No taxis available	3,1	5,0	1,9	4,2	6,9	3,7	5,6	3,5	3,5	4,6	1,8	1,7	0,6	2,9	1,7	3,0	**2,7**

Transport-related problems	Municipality (per cent of problems within KZN)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Bus																	
No buses available	2,0	10,7	12,9	16,0	4,3	11,4	23,4	13,7	25,4	9,4	11,0	3,5	3,5	4,4	34,4	6,7	11,8
No buses at specific times, e.g. late at night	3,3	3,2	3,8	1,9	21,6	2,9	10,5	11,6	4,0	1,6	6,4	3,3	9,9	10,5	3,5	7,2	6,0
Buses too far	0,9	0,7	2,2	1,0	7,3	3,3	1,8	9,6	1,8	1,6	4,6	1,2	2,9	2,4	1,5	*	3,3
Buses too expensive	0,7	0,2	3,3	0,2	0,9	0,5	1,4	5,6	0,2	0,4	2,1	1,8	*	2,5	0,9	*	1,6
Reckless driving by bus drivers	0,4	0,5	0,5	0,6	0,3	0,5	0,1	1,5	0,4	0,7	2,2	1,2	1,1	0,8	1,3	*	1,2
Train																	
Train related problems	1,1	1,3	1,1	0,5	0,6	1,3	0,7	2,2	3,3	2,0	9,1	1,5	1,3	0,3	10,3	*	4,5
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	100,0	100,0	100,0	100,0	100,0

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

The most important transport related problems experienced by households are summarised in Table 9.7. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the table above were calculated using the total number of problems mentioned as the divisor.

Six per cent (6,4%) of households indicated that they had no transport related problems. The poor condition of roads (12,2%) was the most important transport related problem experienced in the province. At least one in five households in Zululand DM (22,7%), Sisonke DM (22%) and iLembe D (21,9%) reported the poor condition of the roads as the most important transport related problem.

In KwaZulu-Natal, 11,8% of households mentioned unavailability of buses as a second important transport related problem. More than a third of households in KwaDukuza LM (34,4%), a quarter in iLembe D (25,4%) and 23,4% in uMkhanyakude DM reported unavailability of buses as one of the transport problems they experienced. Households in the province also mentioned 'taxis too expensive' (11,6%) and unavailability of taxis at specific times (10,6%) as important transport related problems. uThukela DM (19,0%), KwaDukuza LM (16,9%) and Msunduzi LM (14,7%) had the highest percentages of the former problem. For the latter, Hibiscus Coast LM (33,1%), Ugu D (20,4%) and Msunduzi LM (17,4%) had the highest proportion of households who stated to experience the problem.

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

Factors influencing household's choice of mode of travel	Municipality (per cent within municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
Travel time	18,0	29,8	30,7	28,7	41,7	39,4	30,0	33,3	15,3	20,9	32,0	30,8	38,3	26,5	25,7	55,4	**30,9**
Travel cost	14,8	30,0	34,3	29,0	26,7	26,3	47,7	37,1	31,9	36,6	22,9	21,2	36,2	12,5	42,1	20,5	**27,4**
Flexibility	9,7	2,6	4,2	5,2	2,9	4,0	2,9	3,4	1,2	2,9	9,4	8,9	10,5	20,5	1,2	1,9	**7,0**
Safety from accidents	3,4	8,5	4,7	5,9	1,3	7,7	4,4	2,3	33,6	6,4	10,9	4,0	2,4	3,7	10,0	3,4	**8,4**
Comfort	5,3	8,4	2,7	7,5	1,6	4,4	1,9	1,3	1,1	10,0	5,4	5,0	1,9	1,0	1,9	5,0	**4,6**
Reliability	26,6	2,8	9,6	0,7	4,5	0,5	5,4	5,3	0,9	1,7	2,5	17,6	*	23,1	0,6	1,4	**5,4**
Distance from home to transport	11,9	9,9	8,5	14,8	19,8	9,9	4,9	10,2	12,0	6,3	4,4	3,9	3,5	7,6	8,3	1,1	**6,8**
Security from crime	0,3	2,6	2,3	0,7	0,2	2,0	0,6	0,7	1,0	1,3	2,5	2,4	4,1	1,0	0,7	5,5	**2,0**
Drivers attitude	5,2	2,3	2,4	4,1	*	3,4	1,8	3,2	2,5	9,1	8,3	2,4	3,1	1,3	6,1	5,9	**5,3**
Timetable not available/information inaccurate	0,7	0,4	0,1	1,1	*	1,7	0,2	0,7	0,5	0,3	1,0	0,5	*	0,9	*	*	**0,7**
Other	4,0	2,8	0,4	2,3	1,4	0,8	0,2	2,6	*	4,5	0,9	3,4	*	2,1	3,3	*	**1,5**
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**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.8 presents the factors influencing households' choice of mode of travel in KwaZulu-Natal. Approximately 31% of households in the province (30,9%) identified travel time as the main determinant of mode of travel, followed by 27,4% who noted travel cost and 8,4% who mentioned safety from accidents as another important determinant.

Most households in Hibiscus Coast LM (55,4%) mentioned travel time as the major factor influencing their modal choice, followed by four in ten households in Amajuba D (41,7%) and 39,4% of households in Zululand DM. More than 40% of households in uMkhanyakude DM (47,7%) and KwaDukuza LM (42,1%) noted travel cost as the most important factor influencing households' choice of mode of travel. A third of households in iLembe D (33,6%) and one in ten households in eThekwini (10,9%) and KwaDukuza (10%) mentioned safety from accidents as another important factor that influenced the households' modal choice.

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

Municipality	Factors prioritised	% of households within province
Ugu	Reliable	26,6
	Travel time	18,0
	Travel cost	14,8
uMgungundlovu	Travel cost	30,0
	Travel time	29,8
	Distance from home to transport	9,9
uThukela	Travel cost	34,3
	Travel time	30,7
	Reliable	9,6
uMzinyathi	Travel cost	29,0
	Travel time	28,7
	Distance from home to transport	14,8
Amajuba	Travel time	41,7
	Travel cost	26,7
	Distance from home to transport	19,8
Zululand	Travel time	39,4
	Travel cost	26,3
	Distance from home to transport	9,9
uMkhanyakude	Travel cost	47,7
	Travel time	30,0
	Reliable	5,4
uThungulu	Travel cost	37,1
	Travel time	33,3
	Distance from home to transport	10,2

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

Municipality	Factors prioritised	% of households within province
iLembe	Safety from accidents	33,6
	Travel cost	31,9
	Travel time	15,3
Sisonke	Travel cost	36,6
	Travel time	20,9
	Comfort	10,0
eThekwini	Travel time	32,0
	Travel cost	22,9
	Safety from accidents	10,9
Msunduzi	Travel time	30,8
	Travel cost	21,2
	Reliable	17,6
Newcastle	Travel time	38,3
	Travel cost	36,2
	Flexibility	10,5
uMhlathuze	Travel time	26,5
	Reliable	23,1
	Flexibility	20,5
KwaDukuza	Travel cost	42,1
	Travel time	25,7
	Safety from accidents	10,0
Hibiscus Coast	Travel time	55,4
	Travel cost	20,5
	Driver's attitude	5,9
KZN	**Travel time**	**30,9**
	Travel cost	**27,4**
	Safety from accidents	**8,4**
Geographic location		
Metro	Travel time	32,1
	Travel cost	22,2
	Safety from accidents	11,7
Urban	Travel time	30,9
	Travel cost	26,0
	Flexibility	8,4
Rural	Travel cost	31,9
	Travel time	30,0
	Distance from home to transport	9,6

Table 9.9 summarises the three most important factors influencing households' mode of travel within municipalities and geographic location. Travel time (30,9%) was the highest priority considered by households when choosing their mode of travel, followed by travel cost (27,4%) and safety from accidents (8,4%). In all geographic locations, travel time and travel cost were the two most important factors influencing a household's choice of mode travel. However, the third determinant of mode of travel was different amongst geographic locations: metro households noted safety from accidents (11,7%), urban households mentioned flexibility (8,4%) and rural households mentioned distance from home to transport (9,6%).

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

Municipality (per cent within province)	Mode of travel								Total
	Train	Bus	Taxi	Car/ bakkie/ truck driver	Car/ bakkie/ truck passenger	Walking all the way	Bakkie taxi/ tambai	Other	
Ugu	1,2	6,7	52,0	5,0	6,6	26,9	1,4	0,3	**100,0**
uMgungundlovu	0,3	9,1	50,2	8,5	8,2	21,7	0,9	1,1	**100,0**
uThukela	0,5	11,3	48,1	6,8	6,1	25,3	1,2	0,7	**100,0**
uMzinyathi	0,7	3,4	38,2	6,5	4,2	39,4	7,5	0,2	**100,0**
Amajuba	0,5	35,9	37,4	5,0	6,0	10,9	0,1	4,1	**100,0**
Zululand	0,7	12,7	47,3	7,0	4,8	18,5	8,3	0,7	**100,0**
uMkhanyakude	0,2	11,7	35,6	6,3	25,9	7,6	12,6	0,1	**100,0**
uThungulu	0,4	22,2	41,6	5,1	10,4	10,4	9,9	0,1	**100,0**
iLembe	0,4	6,1	73,0	2,6	7,6	3,8	6,0	0,3	**100,0**
Sisonke	0,2	5,9	49,6	4,7	10,4	25,7	3,4	0,1	**100,0**
eThekwini	5,2	17,0	44,8	15,1	9,2	7,4	0,4	0,8	**100,0**
Msunduzi	0,5	8,0	45,9	13,7	12,4	19,0	0,2	0,5	**100,0**
Newcastle	0,1	17,1	51,3	9,5	4,9	14,3	0,2	2,7	**100,0**
uMhlathuze	1,1	18,6	54,3	12,6	4,8	8,5	*	0,2	**100,0**
KwaDukuza	12,8	10,8	39,3	11,0	3,8	6,0	16,2	*	**100,0**
Hibiscus Coast	0,9	3,9	44,1	8,2	7,3	34,7	0,6	0,2	**100,0**
KwaZulu-Natal	**2,5**	**13,3**	**46,6**	**10,3**	**9,0**	**14,6**	**3,1**	**0,7**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other includes scooter, bicycle, aircraft, etc.

Table 9.10 shows that taxis (46,6%), walking all the way (14,6%), buses (13,3%) and driving a car/bakkie/truck (10,3%) were the four most used modes of travel in KwaZulu-Natal. Households in iLembe D (73,0%) were more likely than other municipalities to use taxis. Seven in ten households in iLembe D (73%) used taxis as their main mode of travel. More than half of households in uMhlathuze LM (54,3%), Ugu D (52%), Newcastle LM (51,3%) and uMgungundlovu D (50,2%) reported taxis as their main mode of travel. Walking all the way was predominant among households in uMzinyathi DM (39,4%) mentioned walking all the way as their main mode of travel. More than a third of households in Hibiscus Coast LM (34,7%) cited walking all the way their main mode of travel.

Amajuba DM (35,9%) had the highest percentage of households who mentioned buses as their main mode of travel, followed by uThungulu D (22,2%) and uMhlathuze LM (18,6%). Travelling as a driver of a car/bakkie/truck was most popular in eThekwini municipality (15,1%).

9.5 Household use of public transport at a glance

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

Location	Mode of travel (per cent within municipality)		
	Taxis	Buses	Trains
Municipality			
Ugu	87,1	12,0	3,1
uMgungundlovu	81,0	15,8	1,7
uThukela	88,7	20,6	0,7
uMzinyathi	81,0	5,8	0,7
Amajuba	66,4	67,7	*
Zululand	83,5	25,7	0,9
uMkhanyakude	67,9	19,7	0,4
uThungulu	65,6	32,0	1,3
iLembe	94,7	8,5	6,7
Sisonke	80,1	11,9	0,4
eThekwini	74,6	28,5	11,5
Msunduzi	80,4	16,0	3,6
Newcastle	84,9	35,2	0,3
uMhlathuze	80,7	27,7	3,7
KwaDukuza	89,1	26,6	22,4
Hibiscus Coast	84,3	6,4	0,9
KwaZulu-Natal	**78,8**	**23,0**	**6,0**
Geographic region			
Metropolitan	72,0	29,6	11,4
Urban	75,2	14,9	4,3
Rural	85,6	22,0	2,9
Reasons for non-use of service by non-users			
Not available	18,9	41,1	21,8
Service related reasons	29,9	32,0	29,9
Prefer private transport	32,4	8,3	10,8
Can walk	4,3	2,0	7,4
Don't travel much	6,9	3,3	8,4
Other reasons	7,6	13,4	21,7

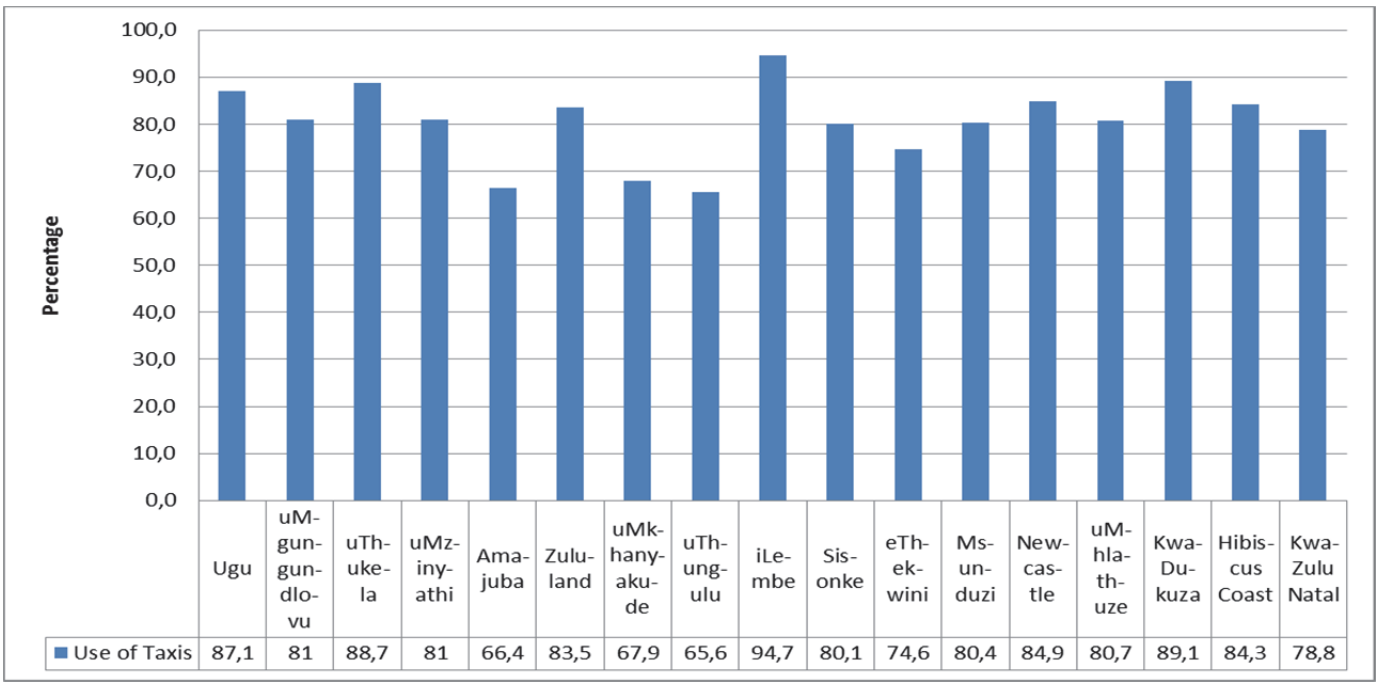
*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates

Table 9.11 shows the use of public transport by households in KwaZulu-Natal in the month preceding the survey. In the province, most households used taxis (78,8%), followed by buses (23,0%), and the mode of transport least used was trains (6,0%).

The same pattern was observed in all municipalities where taxis were the most used mode of public transport, followed by buses, while trains were the mode of public transport used least often. There were fewer variations in the reasons supplied by non-users for not having used public transport. For taxis, the most common reasons were that households preferred private transport (32,4%), followed by service related reasons (29,9%). For buses, the most common reasons were unavailability of buses (41,1%), followed by service related reasons (32,0%). As far as trains were concerned, service related reasons (29,9%) were the most common reasons, followed by trains not being available (21,8%).

9.6 Use of minibus taxis

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



	Ugu	uMgungundlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhanyakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu Natal
Use of Taxis	87,1	81	88,7	81	66,4	83,5	67,9	65,6	94,7	80,1	74,6	80,4	84,9	80,7	89,1	84,3	78,8

Figure 9.6 illustrates the households' use of minibus taxis in the calendar month preceding the survey in the province. Approximately eighty per cent (78,8%) of the households in the province used minibus taxis. Within municipalities, most households who reported to have used minibus taxis were from iLembe D (94,7%), followed by KwaDukuza LM (89,1%), and uThukela DM (88,7%).

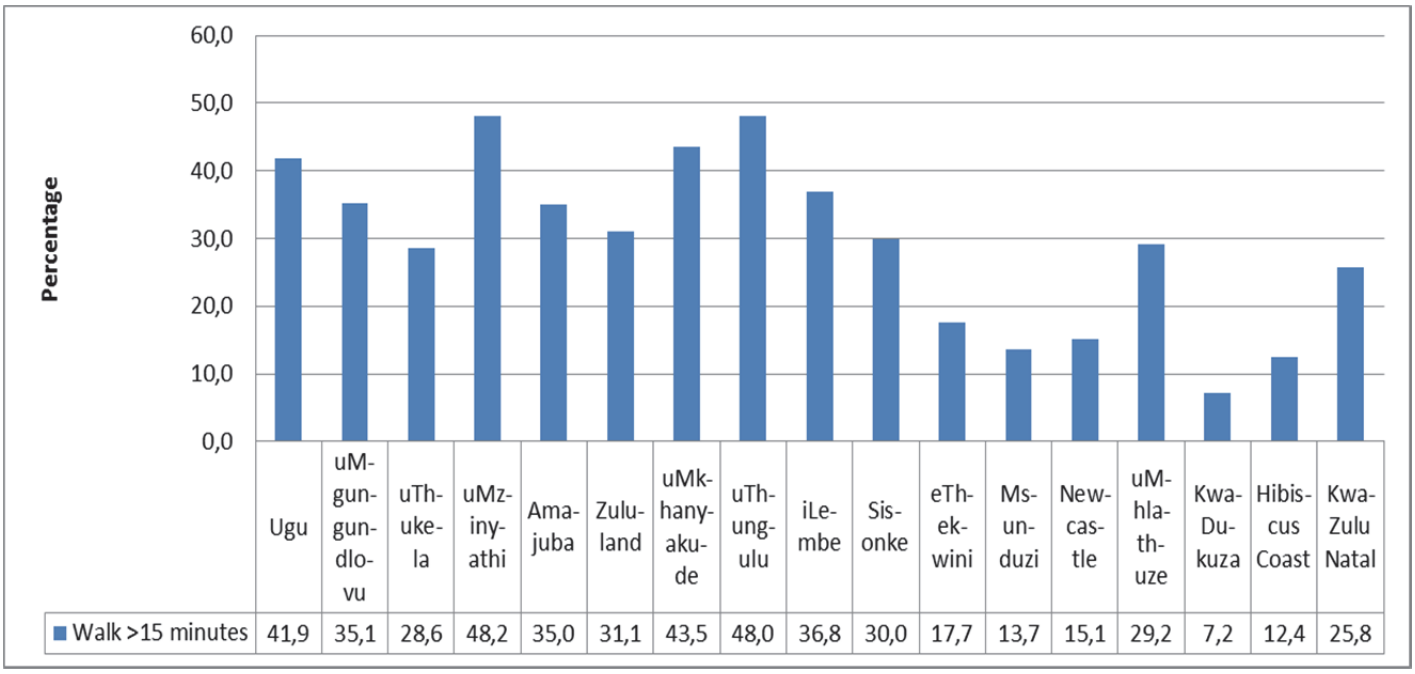
Table 9.12: Time taken to walk to the nearest taxi rank/route stations by those who used taxis during the calendar month preceding the survey by municipality

Municipality	Time category (per cent within province)			
	1–15 minutes	16–30 minutes	31 Minutes and more	Total
Ugu	58,1	31,5	10,4	**100,0**
uMgungundlovu	64,9	23,3	11,8	**100,0**
uThukela	71,4	20,1	8,5	**100,0**
uMzinyathi	51,8	30,0	18,1	**100,0**
Amajuba	65,0	27,5	7,4	**100,0**
Zululand	68,9	23,3	7,8	**100,0**
uMkhanyakude	56,5	31,0	12,3	**100,0**
uThungulu	52,0	40,2	7,8	**100,0**
iLembe	63,2	23,5	13,3	**100,0**
Sisonke	70,0	16,4	13,5	**100,0**
eThekwini	82,3	15,8	1,9	**100,0**
Msunduzi	86,3	7,5	6,2	**100,0**
Newcastle	84,9	14,6	0,5	**100,0**
uMhlathuze	70,8	26,8	2,4	**100,0**
KwaDukuza	92,8	5,4	1,8	**100,0**
Hibiscus Coast	87,6	11,8	0,6	**100,0**
KwaZulu-Natal	**74,2**	**19,6**	**6,1**	**100,0**
Geographic location				
Metropolitan	85,6	12,8	1,6	**100,0**
Urban	86,3	10,5	3,3	**100,0**
Rural	62,1	27,8	10,2	**100,0**

Table 9.12 depicts the time taken to get to the nearest taxi rank/route station by households in KwaZulu-Natal who used taxis in the month preceding the survey. In the province, the majority of households reported they walked between 1 and 15 minutes (74,2%), followed by those who walked 16 to 30 minutes (19,6%), while only 6,1% walked more than 30 minutes.

The same pattern was observed in all municipalities. Most households walk 1-15 minutes, followed by those who walk 16-30 minutes, and the smallest proportion of households walked 30 minutes and more. Geographic location also showed a similar pattern. Households in rural areas were more likely to walk longer to the nearest taxi rank than those in metropolitan and urban areas; they also constituted the largest proportion of those who walked between 16 and 30 minutes (27,8%) and those who walked more than 30 minutes (10,2%), and the smallest percentage of those who reached their nearest taxi rank/route station within 15 minutes (62,1%).

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



Percentages calculated within municipalities

Figure 9.7 depicts households that used taxis and travelled more than 15 minutes to get to the nearest taxi rank/route. A quarter (25,8%) of households reported to have used taxis and travelled more than 15 minutes to reach the taxi rank/route in the province. Households in uMzinyathi DM (48,2%), uThungulu D (48,0%) and uMkhanyakude DM (43,5%) were more likely to walk for more than 15 minutes to their nearest taxi ranks/route.

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

Municipality (per cent within municipality)	Percentage of non-users							
	Not available	Prefer bus	Prefer private transport	Can walk	Don't travel much	Reasons relating to service attributes	Other reasons	Total
Ugu	15,7	3,7	38,8	7,6	17,8	10,2	6,3	**100,0**
uMgungundlovu	36,4	1,1	31,6	0,8	9,5	15,1	5,6	**100,0**
uThukela	16,1	2,3	48,1	2,4	4,8	26,4	*	**100,0**
uMzinyathi	65,3	2,0	16,5	5,1	5,7	5,3	*	**100,0**
Amajuba	31,7	11,0	22,0	*	2,6	30,7	2,0	**100,0**
Zululand	27,3	1,3	26,8	3,0	3,7	35,5	2,4	**100,0**
uMkhanyakude	38,9	0,5	7,2	2,6	8,5	42,5	*	**100,0**
uThungulu	38,0	7,6	13,6	3,4	13,7	21,8	1,8	**100,0**
iLembe	63,5	4,4	*	*	15,8	16,3	*	**100,0**
Sisonke	32,2	2,9	21,6	9,4	12,0	22,0	*	**100,0**
eThekwini	17,1	3,6	46,0	3,1	3,8	24,3	2,2	**100,0**
Msunduzi	20,8	0,8	49,8	3,6	0,4	23,4	1,2	**100,0**
Newcastle	2,0	4,1	75,4	2,3	0,9	13,2	2,2	**100,0**
uMhlathuze	36,6	7,7	39,9	5,4	2,6	2,1	5,6	**100,0**
KwaDukuza	31,7	*	47,2	*	12,6	8,5	*	**100,0**
Hibiscus Coast	18,8	*	58,6	*	7,3	15,3	*	**100,0**
KwaZulu-Natal	**25,2**	**3,3**	**37,2**	**3,3**	**5,9**	**23,2**	**1,9**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other reasons include drivers drive recklessly

Table 9.13 shows the reasons that led to households in KwaZulu-Natal not using minibus taxis in the month preceding the survey. The most common reason for not using minibus taxis was that they preferred private transport (37,2%), followed by the unavailability of taxis (25,2%), and reasons relating to service attributes (23,2%).

A preference for private transport was most important in Newcastle LM (75,4%) and Hibiscus Coast LM (58,6%). Six in ten households in uMzinyathi DM (65,3%) and iLembe D (63,5%) reported unavailability of taxis as the most common reason for not using taxis. Approximately 42% of households in uMkhanyakude DM (42,5%) cited the reasons relating to taxi service attributes as the reason they did not use taxis.

Table 9.14: Dissatisfaction levels with minibus taxi services by municipality

Attributes of the minibus taxi service	Municipality (per cent of minibus taxi users who are dissatisfied across municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
The distance between the taxi rank/ route and your home	5,4	5,0	8,5	4,6	0,8	7,7	4,9	6,2	7,6	4,5	29,5	5,7	1,0	3,6	2,4	2,5	**100,0**
The travel time by taxi	6,5	4,4	7,4	6,1	0,3	6,3	3,7	6,0	11,0	4,1	29,7	3,8	0,4	2,2	2,4	5,7	**100,0**
Security on the walk to/from the taxi rank	4,2	2,9	5,7	2,5	0,8	6,3	5,0	6,5	5,1	3,7	37,6	5,4	3,5	4,4	2,4	4,0	**100,0**
Security at the taxi ranks	4,1	2,6	5,8	2,7	1,0	6,2	4,2	6,5	4,8	3,4	40,9	4,7	3,8	2,9	2,2	4,3	**100,0**
Security on the taxis	3,7	2,4	5,4	3,6	0,7	5,4	4,2	5,9	5,7	4,1	44,3	3,9	3,6	1,7	2,4	3,0	**100,0**
The level of crowding in the taxis	5,4	3,7	6,9	5,6	0,2	4,7	1,8	4,2	6,2	4,6	42,0	6,3	1,5	1,6	2,0	3,2	**100,0**
Safety from accidents	3,6	3,8	6,1	4,9	1,0	5,1	2,1	4,3	6,0	4,0	42,9	5,8	3,9	2,8	1,7	2,0	**100,0**
The frequency of taxis during peak period	3,3	4,4	5,4	6,2	1,0	5,8	2,3	5,0	6,5	5,0	36,2	7,4	3,7	2,2	2,2	3,3	**100,0**
The frequency of taxis during off-peak period	3,8	4,9	4,9	5,9	0,9	6,6	3,8	4,4	5,8	4,7	35,4	5,7	2,7	3,3	2,1	4,9	**100,0**
The waiting time for taxis	4,8	4,9	7,3	5,5	1,0	8,2	4,7	4,3	6,3	4,7	29,2	7,0	1,3	3,7	3,0	4,3	**100,0**
The taxi fares	4,3	4,1	7,8	5,1	1,0	7,4	2,7	4,4	6,1	4,8	34,8	5,9	3,0	3,1	3,1	2,4	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	4,1	3,1	6,2	4,4	0,8	5,8	1,8	3,8	5,9	5,5	37,6	7,4	2,8	3,8	2,4	4,4	**100,0**
Roadworthiness of taxis	3,6	3,5	7,0	5,7	1,1	6,0	2,4	4,5	5,7	5,2	39,6	3,7	3,9	3,2	2,7	2,1	**100,0**
Behaviour of the taxi drivers towards passengers	4,7	4,5	8,4	5,5	1,4	6,9	1,8	2,5	6,3	4,3	36,6	5,8	3,8	3,2	0,5	3,9	**100,0**
The taxi service overall	3,2	4,3	7,3	5,6	1,0	6,2	2,5	4,1	6,6	4,5	40,2	4,5	3,2	2,0	2,5	2,4	**100,0**

Table 9.14: Dissatisfaction levels with minibus taxi services by municipality (concluded)

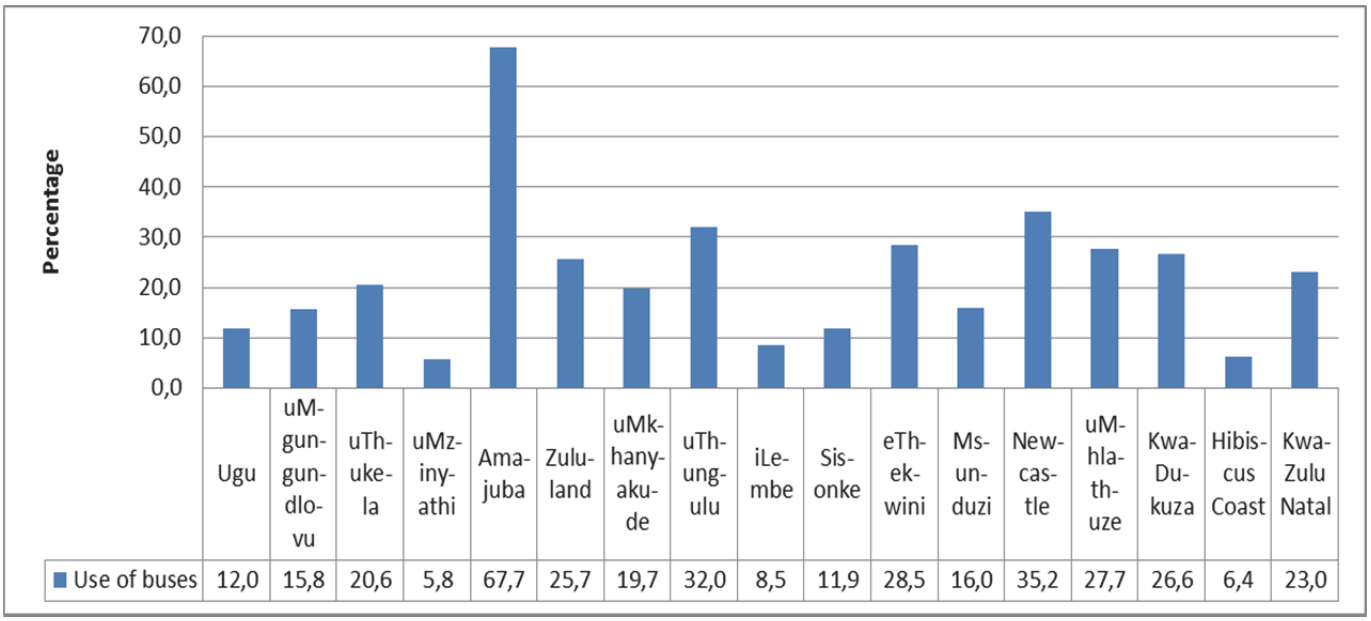
Attributes of the minibus taxi service	Municipality (per cent of minibus taxi users who are dissatisfied within municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
The distance between the taxi rank/ route and your home	40,8	40,8	44,7	37,1	32,1	41,9	37,9	55,1	51,4	35,1	27,9	29,2	9,2	34,6	27,6	27,8	34,0
The travel time by taxi	36,6	26,5	28,4	36,2	9,4	25,6	20,9	38,4	55,8	23,6	20,7	14,6	2,8	16,0	20,3	46,1	25,1
Security on the walk to/from the taxi rank	37,9	27,2	39,3	28,3	38,6	42,6	45,5	66,0	49,9	33,7	43,5	32,5	38,5	48,9	32,6	51,4	41,6
Security at the taxi ranks	36,6	24,8	40,0	30,3	50,2	42,2	38,6	65,8	45,7	31,2	47,4	28,4	41,6	33,0	30,3	55,9	41,7
Security on the taxis	30,3	21,2	33,4	34,4	30,1	32,3	35,2	54,8	50,7	34,3	46,5	21,3	35,3	17,8	30,0	35,6	37,8
The level of crowding in the taxis	57,4	40,8	48,7	63,1	11,8	35,5	19,0	50,8	62,7	49,4	55,0	44,8	18,4	21,8	31,2	47,7	47,0
Safety from accidents	39,4	44,6	45,7	58,6	56,6	39,1	23,3	53,0	58,4	44,9	59,2	43,2	49,3	39,0	28,9	32,4	49,1
The frequency of taxis during peak period	32,0	45,7	35,2	63,1	50,2	39,4	21,6	54,4	56,1	50,2	43,3	48,2	40,8	27,1	32,4	45,2	42,8
The frequency of taxis during off-peak period	40,9	55,6	35,7	65,9	48,2	49,7	40,7	53,9	56,0	51,8	46,7	40,7	33,0	43,9	33,4	74,8	47,2
The waiting time for taxis	53,2	57,2	54,5	63,2	54,0	64,5	52,0	53,5	61,8	53,7	40,1	51,4	16,3	51,6	50,7	67,9	49,1
The taxi fares	54,5	53,8	65,8	67,3	62,1	65,7	34,2	62,9	67,5	62,0	53,7	49,6	43,2	51,5	59,5	43,5	55,6
The facilities at the taxi ranks, e.g. toilets, offices	60,1	43,3	57,0	61,9	63,1	60,3	23,3	58,4	75,4	71,9	60,5	63,6	58,0	61,7	47,6	82,8	59,5
Roadworthiness of taxis	38,4	39,7	50,0	63,9	60,2	44,6	25,3	55,7	53,6	56,2	52,1	26,5	48,0	42,7	43,3	32,2	47,1
Behaviour of the taxi drivers towards passengers	37,5	41,0	48,9	55,6	58,0	41,9	17,1	33,8	52,0	38,7	54,2	30,7	39,0	33,3	18,5	47,1	44,0
The taxi service overall	30,6	44,2	48,2	56,7	50,9	42,6	23,8	46,9	57,0	45,1	48,3	28,8	34,1	24,0	35,9	33,7	43,0

Table 9.14 illustrates the dissatisfaction levels that minibus taxi users have with the service. In the province, most households indicated that they were dissatisfied with facilities at taxi ranks (59,5%) and taxi fares (55,6%). Facilities at taxi ranks were most likely to be problematic in Hibiscus Coast LM (82,8%), and iLembe D (75,4%), whilst taxi fares were an important source of dissatisfaction in iLembe D (67,5%), uMzinyathi DM (67,3%), and uThukela DM (65,8%).

Most households who indicated their dissatisfaction of the distance between taxi rank/route and their homes were found in eThekwini LM (29,5%), uThukela DM (8,6%), and Zululand DM (7,7%). Dissatisfaction with facilities at the taxi rank was greatly indicated by households living in eThekwini LM (37,6%), uThukela DM (6,2%), and iLembe D (5,9%).

9.7 Use of buses

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



Percentages calculated within municipalities

Figure 9.8 shows the households' use of buses during the calendar month preceding the survey. Twenty-three per cent of households in the province reported to have used buses in the calendar month preceding the survey. More than two-thirds of households in Amajuba D (67,7%), followed by more than a third in Newcastle LM (35,2%), indicated that they made use of buses. Households in uMzinyathi DM (5,8%) and Hibiscus Coast LM (6,4%) were less likely to travel by bus.

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

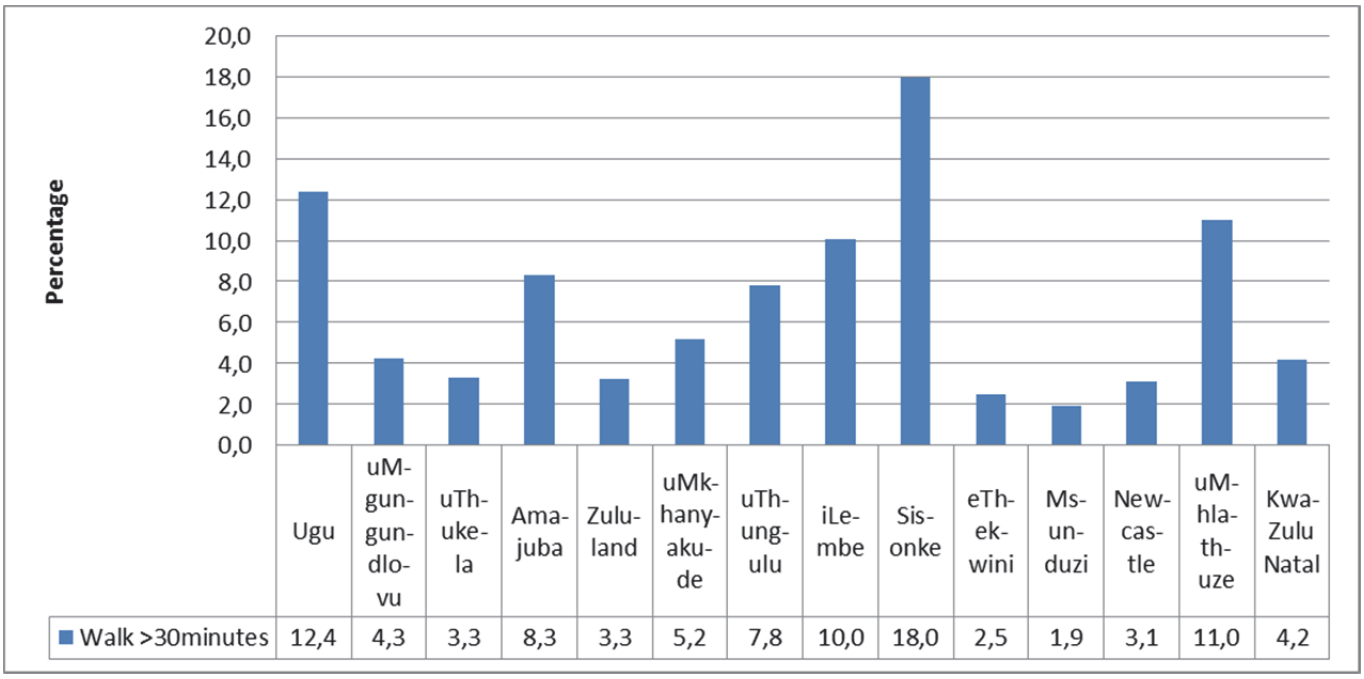
Municipality	Time category (per cent within municipality)			
	1–15 minutes	16–30 minutes	31 minutes and more	Total
Ugu	51,5	36,1	12,4	**100,0**
uMgungundlovu	71,7	24,0	4,3	**100,0**
uThukela	80,1	16,6	3,3	**100,0**
uMzinyathi	100,0	*	*	**100,0**
Amajuba	61,6	30,1	8,3	**100,0**
Zululand	62,6	34,1	3,3	**100,0**
uMkhanyakude	72,4	22,4	5,2	**100,0**
uThungulu	62,8	29,4	7,8	**100,0**
iLembe	65,3	24,7	10,0	**100,0**
Sisonke	49,0	33,0	18,0	**100,0**
eThekwini	83,0	14,5	2,5	**100,0**
Msunduzi	73,2	24,9	1,9	**100,0**
Newcastle	76,9	20,0	3,1	**100,0**
uMhlathuze	69,0	20,0	11,0	**100,0**
KwaDukuza	88,9	11,1	*	**100,0**
Hibiscus Coast	73,4	26,6	*	**100,0**
KwaZulu-Natal	**76,1**	**19,7**	**4,2**	**100,0**
Metropolitan	85,1	12,7	2,2	**100,0**
Urban	79,9	17,0	3,1	**100,0**
Rural	65,5	27,9	6,6	**100,0**

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

Table 9.15 shows that most households in KwaZulu-Natal (76,1%) walked 15 minutes or less to the nearest bus stop, followed by those who walked between 16 and 30 minutes (19,7%), while only 4,2% walked for more than 30 minutes.

Ugu D (36,1%) had the highest percentage of households who walked between 16 and 30 minutes. More than half of the households in Sisonke DM (51,0%) walked more than 15 minutes. Sisonke DM (18%), Ugu D (12,4%), uMhlathuze LM (11%) and iLembe D (10%) had the highest proportion of households who walked for more than half an hour. Households in the rural areas (6,6%) were more likely than their urban and metropolitan counterparts to walk for more than 30 minutes to their nearest bus stop.

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



Percentages calculated within municipalities

In the province, 4,2% of households that used buses reported to have walked for more than 30 minutes to reach the nearest bus station. Households in Sisonke DM (18,0%) and Ugu D (12,4%) were more likely than those living in other municipalities to walk for more than 30 minutes to their nearest bus station.

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

Municipality	Percentage of non-users							
	Not available	Prefer taxi	Prefer private transport	Can walk	Don't travel much	Reasons relating to service attributes	Other reasons	Total
Ugu	61,8	7,3	3,8	0,4	1,8	24,9	*	**100,0**
uMgungundlovu	64,1	9,6	5,0	2,0	5,6	13,4	0,3	**100,0**
uThukela	44,9	25,4	5,6	2,7	2,5	18,8	0,2	**100,0**
uMzinyathi	83,8	4,0	2,0	0,8	2,6	6,5	0,4	**100,0**
Amajuba	13,4	13,3	10,4	7,9	7,0	40,9	7,0	**100,0**
Zululand	61,2	4,2	3,4	0,7	3,0	27,4	0,0	**100,0**
uMkhanyakude	40,7	2,2	2,2	1,4	4,0	49,4	*	**100,0**
uThungulu	21,9	12,8	5,6	2,4	8,0	48,7	0,6	**100,0**
iLembe	52,1	4,4	*	0,2	2,3	41,1	*	**100,0**
Sisonke	75,8	5,1	2,2	1,4	3,3	12,1	*	**100,0**
eThekwini	26,7	13,9	14,4	2,0	3,7	37,0	2,4	**100,0**
Msunduzi	68,7	4,9	7,8	2,3	1,6	14,4	0,2	**100,0**
Newcastle	9,8	23,2	10,2	6,8	2,7	45,1	2,2	**100,0**
uMhlathuze	11,3	33,3	9,1	7,4	1,1	34,5	3,3	**100,0**
KwaDukuza	61,5	19,7	6,9	0,8	1,2	9,9	*	**100,0**
Hibiscus Coast	30,5	8,4	5,7	*	2,1	53,3	*	**100,0**
KwaZulu-Natal	**41,1**	**12,2**	**8,3**	**2,0**	**3,3**	**32,0**	**1,2**	**100,0**

*Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates
Other reasons include prefer train

Four in ten households in the province (41,1%) mentioned the unavailability of buses as the reason they did not use buses. This was followed by 32,0% of households that cited reasons relating to bus service attributes as the reason they did not use buses. About 12% of the households preferred using taxis.

The biggest proportion of households in uMzinyathi DM (83,8%) and Sisonke DM (75,8%) mentioned the unavailability of buses as the main reason why they did not use buses. A third of households in uMhlathuze LM (33,3%) and a quarter in uThukela DM (25,4%) preferred taxis. More than a half in Hibiscus Coast LM (53,3%) mentioned reasons relating to bus service attributes as the reason they did not use buses.

Table 9.17: Dissatisfaction with bus services in KwaZulu-Natal

Attributes of the bus service	Municipality (per cent across municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
The distance between the bus stop and your home	2,9	2,8	5,1	0,3	3,0	8,7	3,3	7,5	2,2	3,3	45,2	5,2	2,1	4,4	2,9	1,1	**100,0**
The travel time by bus	2,0	3,1	5,8	0,7	5,5	6,7	3,9	9,1	2,1	2,3	44,6	6,0	3,6	2,4	1,3	1,0	**100,0**
Security on the walk to/from the bus stop	2,0	0,8	3,4	1,0	3,0	6,1	3,0	9,9	1,2	2,8	49,5	3,3	6,8	5,0	1,5	0,7	**100,0**
Security at the bus stops	1,8	0,7	3,4	1,1	3,0	6,3	2,8	9,4	1,1	2,3	51,0	2,7	7,0	5,0	1,5	0,8	**100,0**
Security on the buses	1,0	0,4	3,0	1,1	2,9	5,3	3,0	9,4	1,4	2,5	54,0	3,4	8,7	3,3	0,6	0,2	**100,0**
The level of crowding in the bus	1,7	3,5	6,1	1,1	3,1	7,8	2,2	10,0	1,2	2,6	45,9	3,9	6,0	3,2	1,0	0,5	**100,0**
Safety from accidents	2,8	1,9	4,5	1,2	2,3	4,4	2,0	10,6	1,3	3,5	51,7	3,6	4,1	4,4	1,6	0,3	**100,0**
The frequency of buses during peak period	2,2	2,6	4,1	1,0	4,8	6,2	2,2	8,5	2,2	3,3	45,7	3,7	7,8	3,9	1,3	0,6	**100,0**
The frequency of buses during off-peak period	2,7	2,0	3,7	0,8	4,7	6,3	3,7	8,2	1,9	3,1	48,1	3,2	5,5	2,8	1,6	1,7	**100,0**
The punctuality of buses	3,1	1,3	5,0	1,5	4,1	5,7	1,4	9,8	1,4	2,6	53,4	3,8	3,4	0,9	1,1	1,4	**100,0**
The bus fares	0,8	1,0	5,1	0,6	2,7	6,2	2,9	14,7	0,9	1,7	45,9	6,1	3,1	4,6	3,3	0,3	**100,0**
The facilities at the bus stop, e.g. toilets, offices	1,9	3,3	5,4	1,1	3,1	8,1	3,2	8,3	1,5	3,2	46,0	4,5	3,5	3,0	2,2	1,6	**100,0**
Behaviour of the bus drivers towards passengers	1,1	0,7	7,5	0,6	3,5	4,7	1,3	9,9	0,3	2,9	56,4	3,3	4,3	1,9	1,6	*	**100,0**
The bus service overall	1,8	1,3	6,2	1,4	5,8	6,9	1,2	9,4	1,0	3,3	50,5	3,6	5,1	2,0	0,5	*	**100,0**
Availability of information	1,9	1,3	5,3	1,1	3,9	5,0	1,8	11,1	1,5	2,4	50,8	2,5	4,2	4,8	1,2	1,0	**100,0**

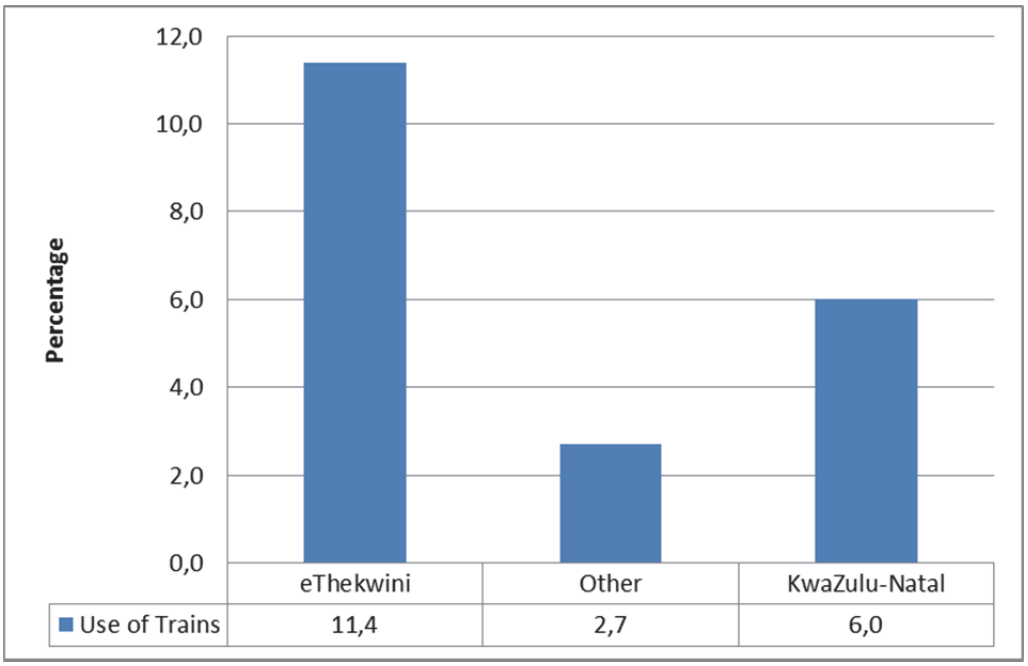
Attributes of the bus service	Municipality (per cent within municipality)																
	Ugu	uMgung-undlovu	uThukela	uMzinyathi	Amajuba	Zululand	uMkhan-yakude	uThungulu	iLembe	Sisonke	eThekwini	Msunduzi	Newcastle	uMhlathuze	KwaDukuza	Hibiscus Coast	KwaZulu-Natal
The distance between the bus stop and your home	44,3	32,6	32,5	8,8	30,3	44,1	21,4	35,8	52,0	47,1	30,5	42,0	11,5	35,8	38,1	44,7	**32,2**
The travel time by bus	31,8	37,5	38,4	23,8	57,6	34,6	29,2	46,3	46,4	34,0	30,7	49,5	21,3	19,2	17,3	42,1	**33,2**
Security on the walk to/from the bus stop	38,1	11,6	33,7	37,6	39,4	40,7	24,5	58,8	40,7	49,1	43,2	32,8	51,1	49,4	23,3	34,1	**41,4**
Security at the bus stops	35,2	10,8	35,6	46,2	41,7	43,3	24,5	59,4	45,2	41,9	47,3	28,6	54,9	52,6	26,1	44,3	**43,9**
Security on the buses	16,9	5,2	26,0	40,7	34,9	30,9	23,4	51,0	43,4	39,3	43,3	30,9	58,2	29,8	8,5	10,1	**37,8**
The level of crowding in the bus	42,5	65,6	64,3	54,2	51,6	63,3	24,0	81,4	48,6	60,7	50,6	50,8	56,5	40,8	20,2	32,5	**52,5**
Safety from accidents	40,3	21,4	27,6	36,5	22,5	20,6	12,7	49,0	27,2	46,6	33,1	27,1	22,0	32,6	20,1	10,1	**30,5**
The frequency of buses during peak period	40,5	35,6	31,9	39,4	58,4	37,3	16,6	49,1	57,8	55,9	36,2	34,9	54,3	36,8	20,5	30,1	**38,2**
The frequency of buses during off-peak period	53,7	29,9	28,8	39,1	59,2	39,3	31,6	50,0	52,4	55,1	40,2	31,9	39,4	27,4	26,2	88,0	**40,1**
The punctuality of buses	46,9	15,0	30,4	44,9	39,0	27,0	8,6	45,1	28,9	35,1	33,4	29,0	18,7	6,0	14,2	53,2	**30,1**
The bus fares	12,0	11,5	28,7	17,1	25,0	28,6	18,8	65,3	17,8	22,6	27,5	45,4	16,4	35,0	39,2	11,5	**29,1**
The facilities at the bus stop, e.g. toilets, offices	50,5	58,1	57,7	52,5	57,5	65,0	32,9	69,7	56,9	68,2	45,8	54,2	34,8	34,7	42,3	100,0	**49,6**
Behaviour of the bus drivers towards passengers	13,0	6,7	36,9	13,5	26,1	18,2	7,3	37,7	5,6	31,5	28,5	20,1	18,3	11,3	19,6	*	**24,4**
The bus service overall	23,2	12,2	32,1	39,9	48,6	28,8	9,8	49,4	22,7	39,8	37,3	24,7	23,4	13,9	13,2	*	**31,9**
Availability of information	32,9	17,5	37,2	37,8	44,4	27,9	13,5	63,0	36,5	37,6	36,8	22,1	26,1	41,3	17,4	45,7	**35,0**

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

According to Table 9.17, households in eThekwini were more likely to be affected by the general attributes of the bus service than in any other municipality. The level of crowding in the bus (52,5%), the facilities at the bus stops (49,6%) and security at the bus stops (43,9%) were the three biggest problems with bus services in KwaZulu-Natal. The level of crowding was a greater problem in uThungulu D (81,4%), uMgungundlovu D (65,6%) and uThukela DM (64,3%). The facilities at the bus stop were cited as problematic in uThungulu D (69,7%) and Sisonke DM (68,2%). The frequency of buses during off-peak period was a problem in Hibiscus Coast LM (88%). About half of the households in Msunduzi LM (49,5%) mentioned the travel time by bus as the reason for dissatisfaction with the bus service.

9.8 Use of trains

Figure 9.10: Percentage of households who used trains during the calendar month preceding the survey by municipality



Percentages calculated within municipalities

Figure 9.10 depicts the households' use of trains by municipality. In the province, six per cent of households reported to have used the train in the calendar month preceding the survey. eThekwini (11,4%) had a significant percentage of households who used trains.

Table 9.18: Time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey by municipality

Municipality	Time category (per cent within province)				
	1–15 minutes	16–30 minutes	31–60 minutes	61 minutes and more	Total
eThekwini	47,3	34,7	16,0	1,9	**100,0**
Other municipalities	2,7	52,6	40,2	4,5	**100,0**
KwaZulu-Natal	**42,2**	**36,7**	**18,8**	**2,2**	**100,0**

At least four in ten households in the province (42,2%) reached a train station within 15 minutes, 36,7% walked between 16 and 30 minutes and only 2,2% walked more than an hour.

In eThekwini, 47,3% of households who used trains walked 15 or less minutes to the nearest train station, followed by 34,7% who walked between 16 and 30 minutes and 16% who walked between 30 minutes and an hour. Only 1,9% walked more than an hour.

Table 9.19: Reasons for not having used trains during the past month by municipality

Municipality	Percentage of non-users								
	Not available	Prefer taxi	Prefer bus	Prefer private transport	Can walk	Don't travel much	Reasons relating to service attributes	Other reasons	Total
Ugu	91,8	2,2	*	3,0	0,2	0,3	2,5	*	**100,0**
uMgungundlovu	82,0	4,7	0,5	2,0	2,0	6,6	1,9	0,2	**100,0**
uThukela	62,7	22,8	1,8	4,4	2,2	2,6	3,2	0,3	**100,0**
uMzinyathi	98,6	0,6	*	0,4	*	*	0,5	*	**100,0**
Amajuba	82,1	6,9	5,2	*	*	1,4	4,4	*	**100,0**
Zululand	95,0	2,6	0,1	0,4	0,7	0,2	1,0	*	**100,0**
uMkhanyakude	71,3	0,1	*	0,6	0,4	*	27,6	*	**100,0**
uThungulu	66,2	11,8	2,4	2,1	2,4	4,5	10,7	*	**100,0**
iLembe	59,7	4,3	0,2	0,2	0,5	2,6	32,5	*	**100,0**
Sisonke	90,5	2,9	0,9	1,2	1,2	2,1	1,2	*	**100,0**
eThekwini	35,4	8,9	1,6	10,5	1,4	2,8	38,8	0,5	**100,0**
Msunduzi	80,5	3,3	0,8	5,2	5,4	2,6	2,0	0,1	**100,0**
Newcastle	79,1	5,4	1,4	4,2	0,5	1,6	6,7	1,2	**100,0**
uMhlathuze	72,2	13,4	2,4	6,6	3,2	*	2,2	*	**100,0**
KwaDukuza	42,3	8,9	0,8	6,7	1,4	3,3	36,5	*	**100,0**
Hibiscus Coast	97,0	1,7	*	1,3	*	*	*	*	**100,0**
KwaZulu-Natal	**60,8**	**7,6**	**1,2**	**5,6**	**1,5**	**2,3**	**20,7**	**0,3**	**100,0**

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

The reasons why non-users of trains in KwaZulu-Natal did not use the train in the month preceding the survey are summarised in Table 9.19. Six in ten households in the province (60,8%) mentioned the unavailability of trains as the major reason why they did not use trains. One-fifth of households in the province also mentioned issues relating to train service attributes (20,7%) as to why they did not use trains.

A large proportion of households in uMzinyathi DM (98,6%) and Hibiscus Coast LM (97%) cited the unavailability of trains as the main reason for not using trains. The most common reasons for not using trains in eThekwini were reasons relating to train service attributes (38,8%) and the unavailability of trains (35,4%). More than a third of households in KwaDukuza LM (36,5%) and 32,2% of households in iLembe D also mentioned reasons relating to train service attributes as a reason for not using trains. Approximately 23% in uThukela DM mentioned that they preferred taxis.

Table 9.20: Dissatisfaction with train services of train users by municipality

Attributes of the train service	Municipality		
	eThekwini	Other municipalities	KwaZulu-Natal
The distance between the train station and your home	54,3	57,0	**54,9**
The travel time by train	54,9	36,5	**51,2**
Security on the walk to/from the station	58,6	28,4	**52,7**
Security at stations	40,4	21,4	**36,5**
Security on the train	45,9	27,5	**42,2**
The level of crowding in the train	70,0	32,2	**62,4**
Safety from accidents	25,2	13,9	**22,9**
The frequency of trains during peak period	45,6	26,3	**41,7**
The frequency of trains during off-peak period	50,7	25,5	**45,6**
The punctuality of trains	55,5	31,8	**50,7**
The train fares	7,3	4,8	**6,8**
The facilities at the stations e.g. toilets, offices	38,4	29,6	**36,7**
The train service overall	36,8	23,8	**34,1**

Percentages calculated within municipalities

The level of crowding on the trains (62,4%), the distance between the train station and home (54,9%), security on the walk to/from the station (52,7%) and the travel time by train (51,2%) were the four most dissatisfying attributes with train services.

Seven in ten households in eThekwini (70%) cited the level of crowding on the trains as the main problem. Close to sixty per cent of households in eThekwini (58,6%) mentioned security on the walk to/from the station as the main problem, while only 7,3% in eThekwini were dissatisfied with train fares.

10. Technical notes

10.1 The questionnaire

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

Table 10.1: Contents of the questionnaire

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

10.2 Transport Analysis Zones

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

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

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

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

10.3 Sampling and weighting

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

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

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

Table 10.2: Sample distribution across provinces

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

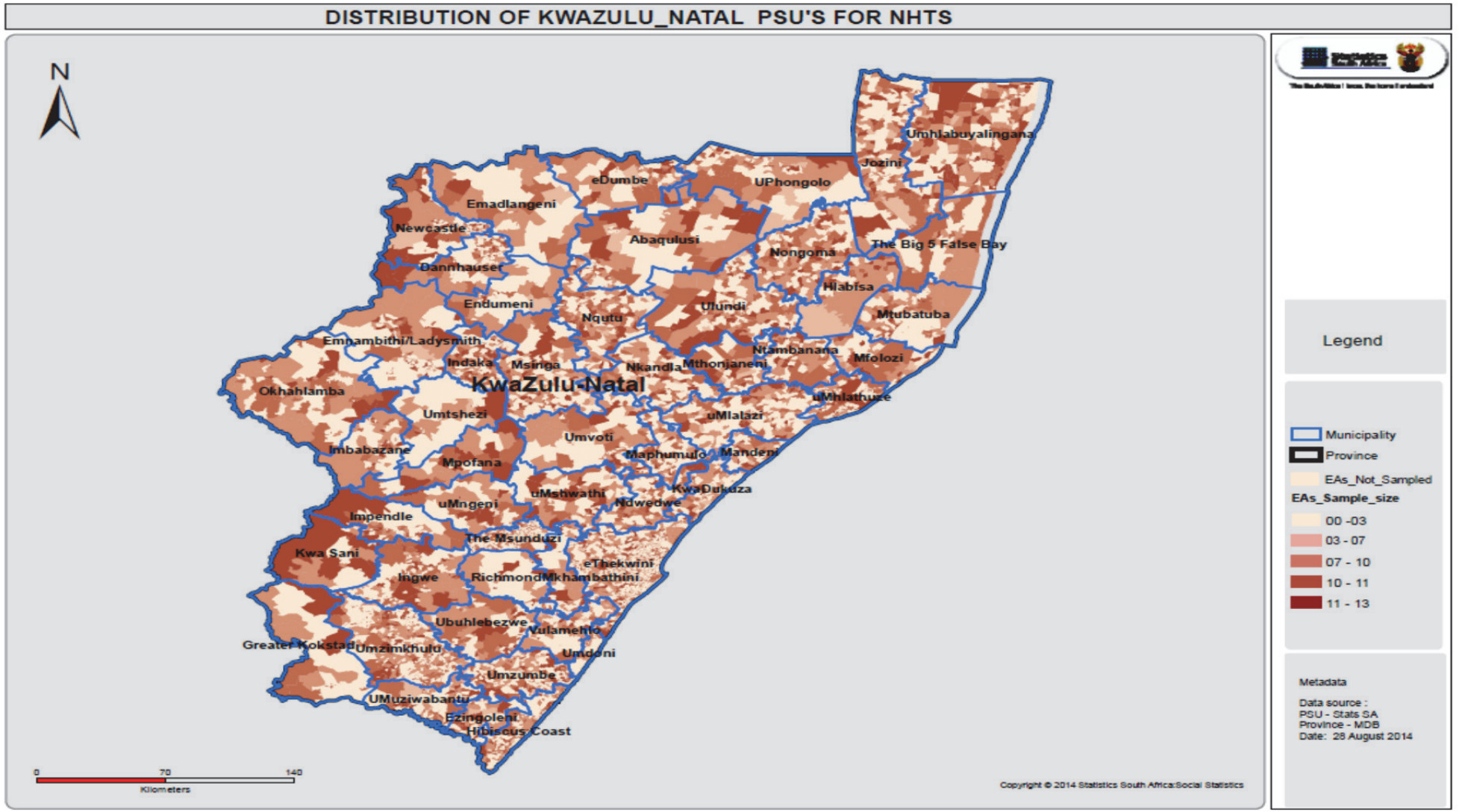
Table 10.3: Sample distribution across municipalities in KwaZulu-Natal

Municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Ugu	52	11	548
uMgungundlovu	58	9	539
uThukela	60	10	615
uMzinyathi	50	10	510
Amajuba	16	10	163
Zululand	66	9	620
uMkhanyakude	56	10	584
uThungulu	54	11	567
iLembe	36	11	378
Sisonke	62	10	613
eThekwini	303	10	3 132
Msunduzi	62	10	642
Newcastle	28	11	295
uMhlathuze	22	10	213
KwaDukuza	20	10	191
Hibiscus Coast	20	10	196
KwaZulu-Natal	**965**	**10**	**9 806**

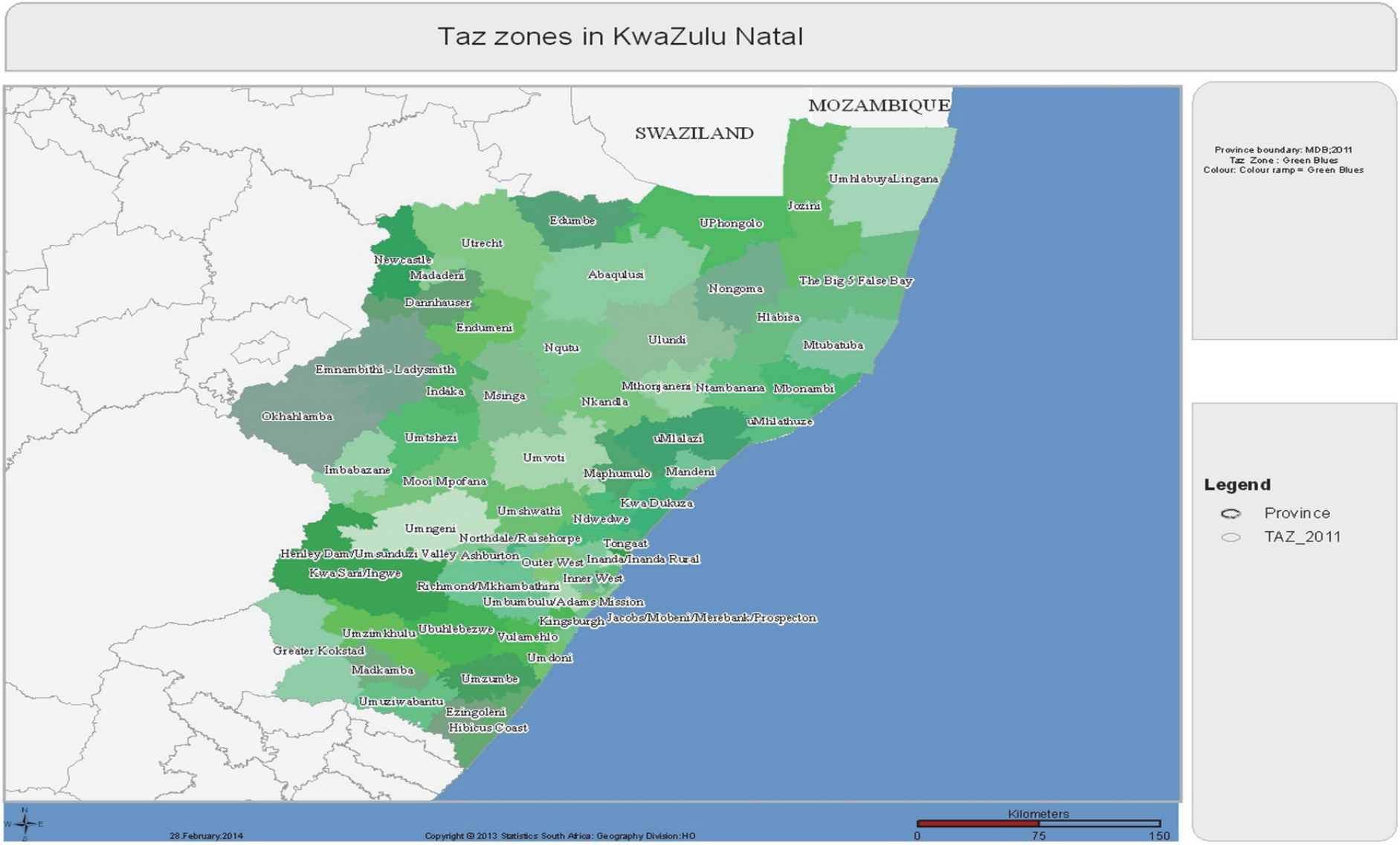
10.4 Data collection

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

Map 10.1: PSU sample distribution



Map 10.2: Taz zones in KwaZulu-Natal



Map 10.3: Taz zones in eThekwini metro

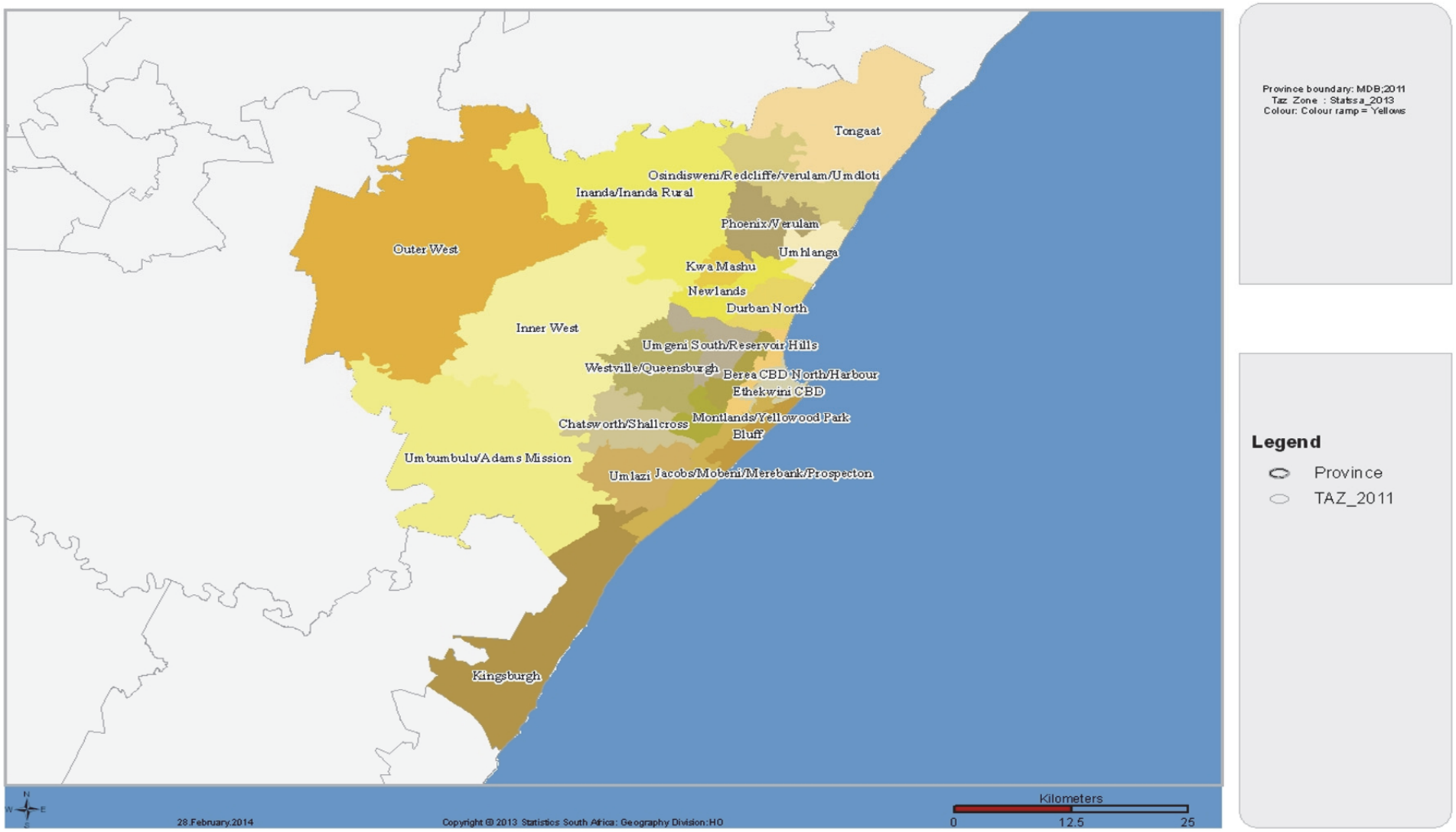
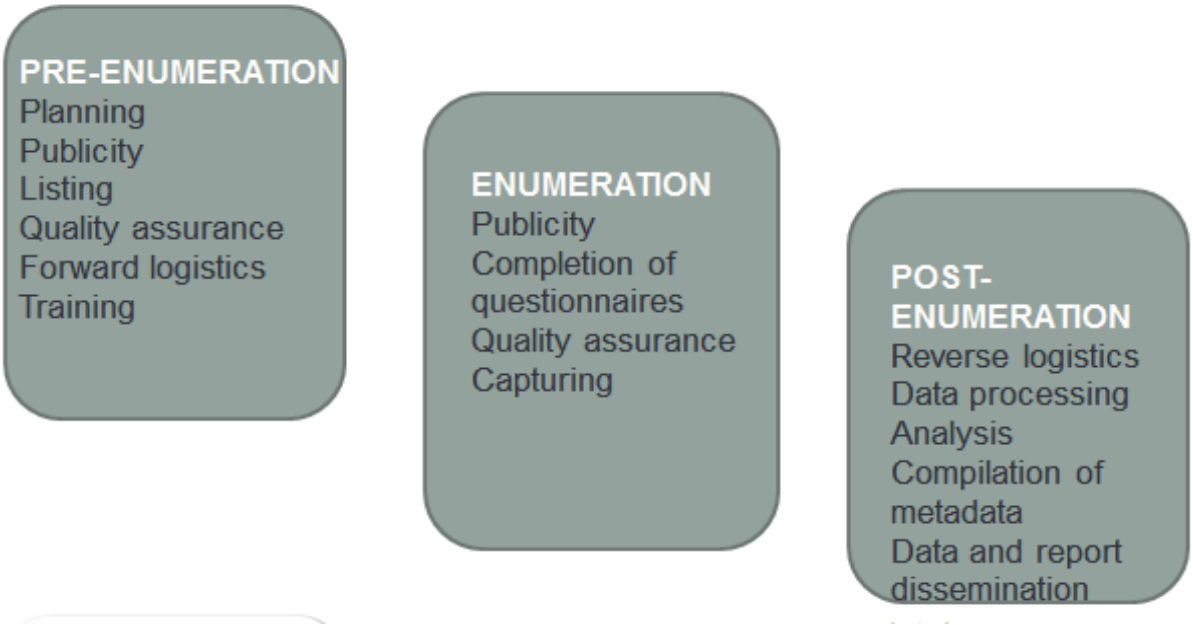


Figure 10.1: Phases of data collection



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

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

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

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

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

Data collection took place from 18 February to 20 March 2013. The data collection structure consisted of four levels as summarised in Table 10.4 below.

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

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

Table 10.5: Contract fieldwork force

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

10.5 Response rates

The mapping of the 'final result' to the three response status categories ('Resp_Code') is provided in Table 10.4, where response code 1 = Respondent, 2 = Non-respondent, and 3 = Out-of-scope. The table also shows the percentage of households in each category.

Table 10.6: Response code categories and percentage of households in each category

Response code	Label	Frequency	Per cent	Cumulative Frequency	Cumulative Per cent
1	Response	43 462	82,3	43 462	82,3
2	Non-response	5 314	10,1	48 776	92,5
3	Out-of-scope	3 986	7,6	52 762	100,0

Table 10.6 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same period.

Table 10.7: National and provincial level response rates

Province	NHTS 2013
Western Cape	85,1
Eastern Cape	90,4
Northern Cape	91,5
Free State	90,4
KwaZulu-Natal	90,3
North West	92,8
Gauteng	85,7
Mpumalanga	88,4
Limpopo	92,7
South Africa	89,1

10.6 Limitations of the study

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

10.7 Comparability with previous surveys

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

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

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

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

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

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

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

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

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

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

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

Glossary

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

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, small holdings, and vacant land.
Facility	For the purpose of the NHTS a facility is associated with a function, activity or service to which passengers are attracted. Facilities 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, Ekhuruleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstances individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single person's accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots is usually situated on a common site (see Special Dwellings' for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons, who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The household head is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), *etc*. • Has the household accommodation by virtue of some relationship to the owner, lessee, *etc*. who is not in the household, or • Makes the most decisions in the household. If two or more persons have equal claim to be the household head, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the household head . You must ask the respondent who the head of the household is, and record it as that given to you. If the household head is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting household head (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If you find only children in a household (child headed household), interview the eldest or the one taking responsibility.

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

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

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