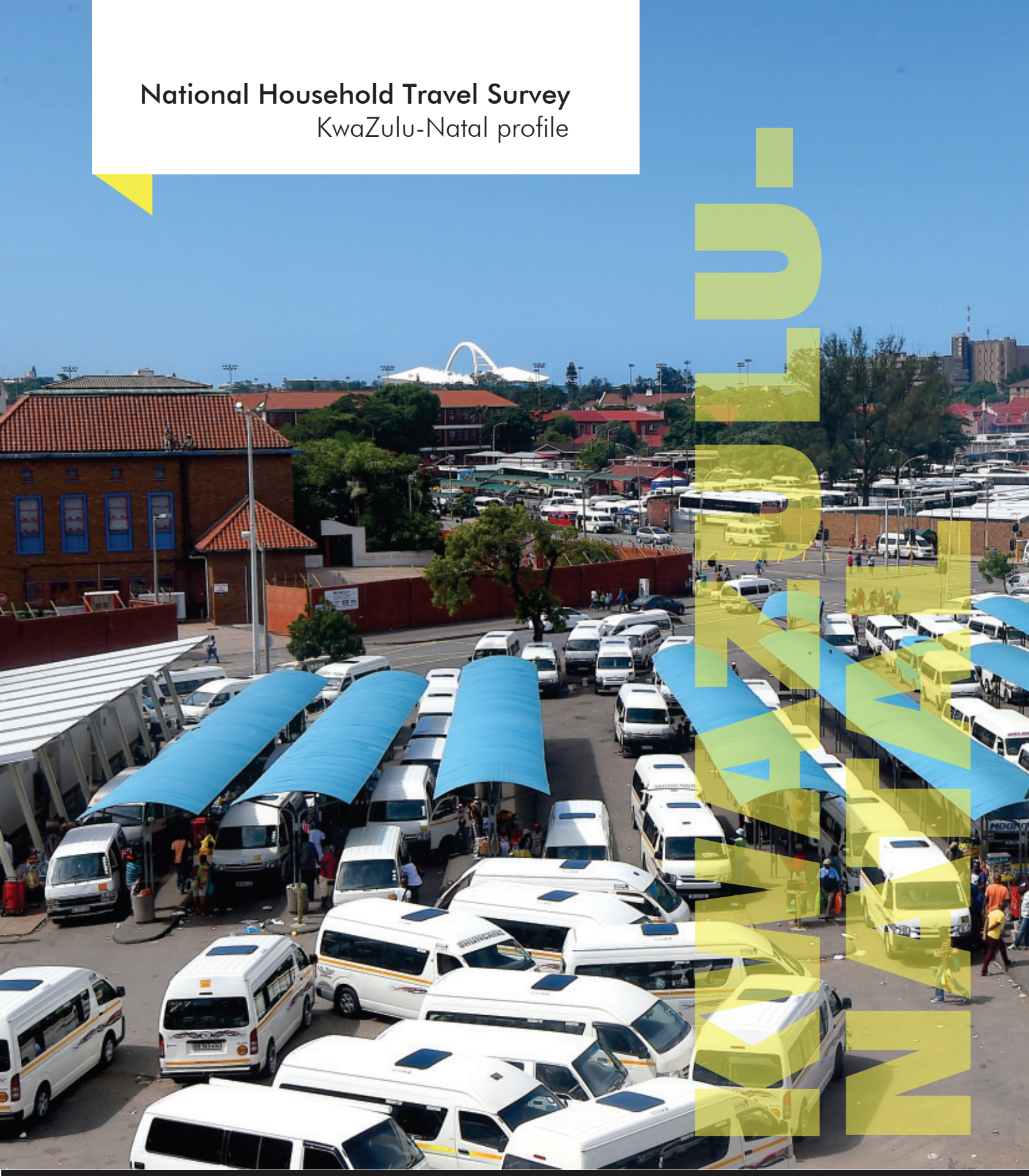
National Household Travel Survey
KwaZulu-Natal profile



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NHTS Provincial Report
KwaZulu-Natal Profile
2022

Statistics South Africa

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Statistician General

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Abbreviations

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

1. Summary of key findings

1.1 Gaining a better understanding of general travel patterns of South Africans

Persons from uThukela (83,5%) were more likely to travel during the seven days prior to the interview, followed by the persons from Amajuba (78,0%), Zululand (74,4%) and King Cetshwayo (73,2%). The municipality where individuals were the least likely to travel was eThekwini (41,2%). Approximately 74,1% of persons who undertook trips seven days prior to the interview were located in urban areas, while 70,5% were found in rural areas.

Provincially, females (50,2%) were more likely to undertake trips than males (49,8%); however, the variation was not significant. Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip at 20,3% compared to 18,7% for males.

Children of school-going age, 26–40- and 41–54-year age groups were the most likely to find themselves on the road on weekdays; the age group 7–14 years was more likely to travel during the week.

Not needing to travel and too old/young to travel were the reasons most commonly indicated for not travelling. Financial reasons were also likely to be cited. Travelling to an educational institution was the main purpose of undertaking a trip by household members in the province, while trips to the usual workplace were cited as the second most common purpose for household members to travel.

Main purpose of travel by household members

Out of 6,9 million persons who travelled, most (49,4%) were travelling to their educational institution, followed by those travelling to the usual workplace (28,3%). The same pattern is observed in all other municipalities. However, in the eThekwini metro, the percentage is almost similar for those going to an educational institution and usual workplace. Umkhanyakude and Umzinyathi had the highest percentage (67,2%) of those travelling to an educational institution, while Uthukela had the lowest at 25,3%.

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

More than 2,8 million household members walked all the way to their destination, followed by 1,8 million individuals who took a taxi and 901 000 who used a car/truck as the passenger of such a vehicle. This pattern is observed in other district municipalities, except for UThukela and eThekwini metro where taxis were the most popular mode of transport.

Trains were the least used mode of travel by household members in the province; this can also be because they are available only in two municipalities, namely eThekwini metro and iLembe .

1.2 Education and education-related travel

Learners' travel patterns and modes of transport

Learners in rural areas (62,6%) were more likely to attend an educational institution than urban areas (37,4%). Walking all the way was the primary method used by scholars to reach their school. This pattern is also true for disabled scholars (51,5%). The results indicate that provincially, the vast majority of learners were attending classes (97,0%) rather than being taught through distance learning (3,0%). eThekwini counted the largest percentage of both learners who attended classes and distance learning at 27,6% and 44,1%, respectively.

Out of 3,4 million learners, more than half (2 million) of them walked all the way to their educational institutions, followed by those who used car/truck passengers (571 000) and those who used taxis (454 000). Learners most likely to use buses were in eThekwini (9,9%), followed by King Cetshwayo (7,7%) and Umzinyathi (7,1%).

From 2013 to 2020, a comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to

depart before 07:00 in 2020 than in 2013. In 2020, 5,7% of learners left their home after 08:00, while only 3,8% had left their home after 08:00 in 2013.

Travel cost

As far as travel costs are concerned, travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in KwaZulu-Natal for learners, with a mean of R577. Car/bakkie/truck passenger was the least expensive mode of travel compared to other modes, with a mean of R213. Travellers using taxis across all districts in the province pay more than R200 per month for transport.

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

Nearly half of the workers in the province stay in eThekwini (45,2%). The lowest percentage of workers were found in uMzinyathi (2,0%). Of the 253 000 workers with disabilities in KwaZulu-Natal, 44,6% were in eThekwini and only 2,0% in uThukela . The majority of the working population travelled to their workplace five days per week. Workers in the rural areas (27,1%) were more likely to work for 6 days or more per week compared to those in urban areas.

Public transport was used by a significant percentage of workers (38,5%), while 41,4% used private transport and 19,3% walked all the way. Of those who used public transport, 37,1% used taxis, followed by 5,7% that used buses as the main mode of travel. More than a quarter of workers (32,6%) used cars/bakkies as drivers.

The proportion of workers who walked all the way to their workplace decreased from 20,4% in 2013 to 14,9% in 2020. In 2013, 'walking all the way' was more likely to occur in uMkhanyakude (51,1%) than anywhere else in the province; in 2020, workers in Harry Gwala were more likely to walk than workers of other district municipalities (44,1%)

Most workers walked all the way to their place of work because it is nearby/close enough to walk (73,4%). This reason was more likely to be given by workers in rural areas (74,0%) than workers in urban areas (72,4%). Almost one-tenth of workers indicated that public transport was too expensive (9,3%); this reason was most likely to be given in urban areas (12,8%).

Workers' geographic location

Nearly half of the workers in the province stay in eThekwini (45,2%) as indicated in Table 4.1. The lowest percentage of workers were found in uMzinyathi (2,0%). Of the 253 000 workers with disabilities in KwaZulu-Natal, 44,6% were in eThekwini and only 2,0% in uThukela .

There are roughly more than 1,6 million workers in urban areas and one million in rural areas. The vast majority of workers in urban areas are in eThekwini (62,3%), while those in rural areas are mostly evenly spread with a small majority found in eThekwini (18,8%).

Workers' mode of travel

eThekwini Municipality had the highest percentage of workers who drove cars/bakkies (39,3%) and workers who were most likely to use taxis as a main mode of transport (39,2%). Also, uThukela (37,2%) had workers who were more likely to use taxis to work, followed by workers in iLembe (32,6%). Buses were commonly used in King Cetshwayo (19,8%).

Workers in the urban areas (1,7%) were more likely to use trains compared to their rural counterparts. On the other hand, rural areas (31,8%) had the highest percentage of workers who walked all the way to their place of work. The table further shows that a significant percentage of workers in urban areas (42,3%) drove cars/bakkies to work, while only 17% in rural areas drove cars/bakkies.

Time workers leave for work

More than a quarter (26,5%) of workers left for work between 7:00 and 7:59 as described in Table 4.14. This was followed by 25,2% of workers who left their place of residence before 6:00 in the morning. Only 11,4% of workers left at 8:00 or later in the morning.

uThukela (35,8%) and uMzinyathi (35,5%) had the highest proportion of workers who left home between 07:00 and 07:59 for their place of work. Workers in King Cetshwayo (34,7%) and Amajuba (28,3%) 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 eThekwini (17,2%) and Zululand (11,7%).

The highest percentage of workers in urban areas (30,8%) left their place of residence between 07:00 and 07:59 to work. However, rural workers (32,2%) tended to travel before 06:00 in the morning to work.

Time spent walking to and waiting for the first public transport (train, bus and taxi)

More than half of workers (67,5%) in KwaZulu-Natal waited for 5 minutes or less for public transport and 6,8% waited for more than 15 minutes. Workers in Amajuba were more likely to wait for 5 minutes or less than in other municipalities. iLembe (18,5%) and Ugu (10,0%) had the highest percentage of workers that waited for more than 15 minutes for their first public transport.

Total time travelled to work

About half of workers who travelled by bus travelled more than 60 minutes (55,0%), followed by those who travelled for 31 to 60 minutes (35,3%) to reach their place of work. Workers who use taxi as mode of transport needed an average of 61 minutes to reach their destination, with the majority arriving between 31 to 60 minutes (43,1%).

In KwaZulu-Natal, 560 000 drove all the way to work, 387 000 workers walked, 35 000 hitchhiked and only 9 000 cycled all the way to work. The highest percentage of workers who walked all the way to work were from eThekwini (16,8%), followed by uMgungundlovu (11,2%). uMzinyathi (4,5%), uThukela (4,6%) and iLembe (5,5%) 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. Workers who live in urban areas tend to drive all the way to work.

In 2020, workers who used public transport experienced long travel times in the morning to access their workplace; train users travelled for 110 minutes, bus travellers 74 minutes and taxi users travelled 61 minutes. Those who travelled by car/bakkie/truck as a passenger needed 47 minutes and those who drove took 44 minutes.

1.4 Business trips

Of the 2,5 million workers aged 15 years or older that were interviewed in KwaZulu-Natal, 121 000 indicated to have undertaken business trips in the month preceding the survey. The majority of business travellers were from eThekwini (44 000), followed by those from Amajuba (21 000), uThukela (13 000) and iLembe (10 000). Six in ten workers who undertook business trips were from urban areas (60,8%), followed by more than a third from rural areas (39,2%).

More than half of the business trips were made using cars/trucks as drivers (54,1%). Taxis (22,0%) were the second most common mode of travel used on business trips. Business travellers in uMzinyathi (67,2%) were more likely to use cars/bakkies as a driver.

1.5 Other travel patterns – day and overnight trips

Day trips

Out of a total of about 7 million persons aged 15 years and older, 1,3 million undertook day trips away from their usual home in the 12 months preceding the interview. eThekwini Municipality (27,3%) had the highest proportion of persons who undertook day trips while Harry Gwala had the lowest proportion (2,2%).

Overnight trips

About 888 000 persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. eThekwini (32,0%) had the highest proportion of persons travelling overnight, while iLembe (1,1%) had the least number of persons who undertook overnight trips.

1.6 Household travel patterns, attitudes and perceptions

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

Most households who travelled to food or grocery shops (45,8%) travelled 15 minutes or less, followed by 32,3% who travelled between 16 and 30 minutes. Almost four in ten households in the province who travelled to police stations travelled at most between 16 to 30 minutes (37,3%) and 30,6% travelled up to 15 minutes to get there. At least three in ten households travelled to a post office between 16 to 30 minutes and another two in ten travelled for more than 60 minutes to go to the post office (33,9% and 23,2%, respectively). More than a quarter (34,8%) of the households who travelled to a library travelled more than an hour. Tribal authority are other facilities were the majority of persons travelled for more than an hour (47,1%).

Use of taxis, buses and trains

More households selected a taxi as their usual mode of travel in 2020 (62,3%) than in 2013 (46,6%), followed by 16,5% of households who usually used a car/truck as the driver as opposed to 10,3% in 2013. There was a significant decrease amongst those who walked all the way (from 14,6% in 2013 to 1,1% in 2020). In 2020, 12,8% of households in KwaZulu-Natal selected travelling by bus and (2,5%) by train as their usual mode of travel in both 2013 and 2020.

Attitudes and perceptions about transport

Almost ten per cent (9,4%) of households indicated that they had no transport-related problems. The most important problem mentioned provincially was the poor condition of roads (11,6%). District municipalities with the most complaints about the condition of roads were uMkhanyakude (25,8%) and Ugu (21,8%). In KwaZulu-Natal, about ten per cent (10,2%) of households considered taxis too expensive as one of their transport-related problems. The two district municipalities where taxis were too expensive are uThukela (20,9%) and iLembe (18,3%).

About sixteen per cent (15,9%) of households identified unavailability of buses as their main transport-related problem. uMzinyathi (36,9%), Harry Gwala (29,2%) and uMgungundlovu (24,7%) had the highest percentage of households that mentioned this particular problem. No trains available was the most common problem among train users in the province at 3,9%, followed by train too far (2,5%). District municipalities which were most likely to have no trains available as a problem was King Cetshwayo (7,1%) and eThekwini (6,5%).

1.7 Household use of public transport

Taxis were the main mode of travel usually used by household (62,3%), followed by car/bakkie/truck driver (16,5%), and bus (4,1%). Districts using taxis with a higher percentage than the national average are Zululand (78,6%), Harry Gwala (76,9%), uMzinyathi (76,3%), iLembe (73,9%) and uMgungundlovu (63,3%). Car/bakkie/truck passengers were more common in uMkhanyakude (25,5%) and uMzinyathi (13,4%). Only one per cent of households walked all the way (1,1%), with uMgungundlovu having almost three per cent of household walking (2,9%).

Dissatisfaction with taxi, bus, and train services

In the province, most households indicated that they were dissatisfied with facilities at taxi ranks (61,0%) and taxi fares (58,1%). Facilities at taxi ranks were most likely to be problematic in Ugu (82,5%) and

uMkhanyakude (81%), whilst taxi fares were an important source of dissatisfaction in uMkhanyakude (65,8%), uMzinyathi (64,6%) and uMgungundlovu (63,2%).

Most households who indicated their dissatisfaction of the distance between the taxi rank/route and their homes were found in uMkhanyakude (51,8%), iLembe (42,6%), and King Cetshwayo (42,3%). Dissatisfaction with the taxi service overall was greatly indicated by households living in uMgungundlovu (45,8%), Harry Gwala (43,9%) and uMkhanyakude (42,7%).

Most households in KwaZulu-Natal (68,3%) walked 15 minutes or less to the nearest bus stop, followed by those who walked between 16 and 30 minutes (21,1%), while 10,5% walked for more than 30 minutes.UThukela had the highest percentage of households who walked between 30 to 45 minutes and 46 to 60 minute at 37,8% and 37,6%, respectively. More than half of the households in uMzinyathi (53,5%) walked more than 45 minutes.

Comparisons between municipalities indicate that the level of crowding in trains was most important for households in iLembe (96,7%) compared to those in eThekwini (71,2%). These two municipalities also had the highest level of concern about security on the walk to/from the train station with 54,2% and 56,7%, respectively.

Factors influencing the household's choice of transport

Travel cost (28,1%) and travel time (23,5%) were the biggest determinants of mode choice. Households in uThukela (61,1%), Harry Gwala (49,7%) and iLembe (37,9%) cited that travel cost influenced their mode of transport, while 39,3% of households in King Cetshwayo were most concerned about travel costs and 33,9% in Amajuba were concerned with flexibility.

1.8 Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

Approximately 102 000 households owned between one and three bicycles in the province and only about 1 000 households owned more than three bicycles. Out of the 102 000 households that owned between one and three bicycles, the majority were in eThekwini (52,4%), followed by uMgungundlovu (9,8%).

Seventy-three per cent (73,2%) of households in the province owned a household car/bakkie/station wagon/4x4, followed by those who had access to a company car/bakkie/station wagon/4x4 and a relative's/friend's car/bakkie/station wagon/4x4 (14,4% and 7,2%, respectively). Households who own a motorcycle accounted for only 2,5%, while almost one per cent (1,5%) owned a minibus/kombi. Compared to other districts, households in King Cetshwayo (89,4%) were most likely to own a household car/bakkie/station wagon/4x4.

Risenga Maluleke
Statistician-General

2. General travel patterns

2.1 Trips undertaken during the seven days preceding the survey

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

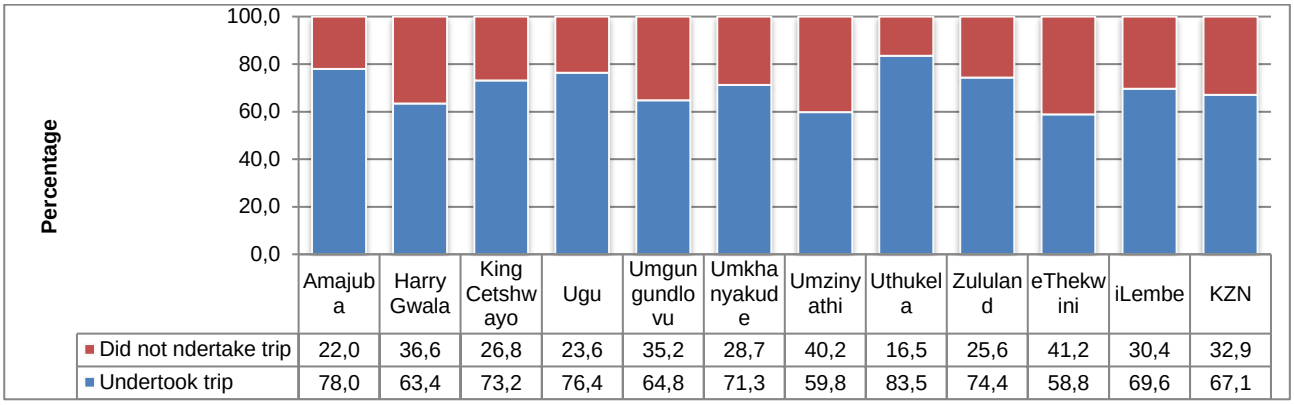
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020

	Undertook trip					
	Number ('000)		Percentage of RSA		Population ('000)	
District municipality	2013	2020	2013	2020	2013	2020
Amajuba	105	503	1,4	6,6	142	645
Harry Gwala	307	390	4,0	5,1	445	615
King Cetshwayo	338	707	4,4	9,3	510	966
Ugu	335	705	4,4	9,2	483	923
Umgungundlovu	301	600	4,0	7,9	425	926
Umkhanyakude	394	689	5,2	9,0	594	967
Umzinyathi	308	311	4,0	4,1	469	520
Uthukela	507	340	6,7	4,5	685	407
Zululand	554	693	7,3	9,1	729	932
eThekwini	2 762	2 309	36,4	30,3	3 627	3 926
iLembe	310	376	4,1	4,9	439	540
KZN	**7 597**	**7 624**	**100,0**	**100,0**	**10 415**	**11 365**

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

Table 2.1 shows the number of people who undertook trips in the seven days prior to the interview in KwaZulu-Natal (KZN) by district municipality. Of the 11,4 million people who reside in KwaZulu-Natal, 7,6 million people indicated that they undertook trips seven days prior to the interview. The majority (a quarter) of persons who undertook trips resided in eThekwini Metropolitan Municipality (30,3%), followed by King Cetshwayo District Municipality (9,3%) and Ugu (9,2%). The smallest percentage of travellers were found in Umzinyathi at (4,1%).

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

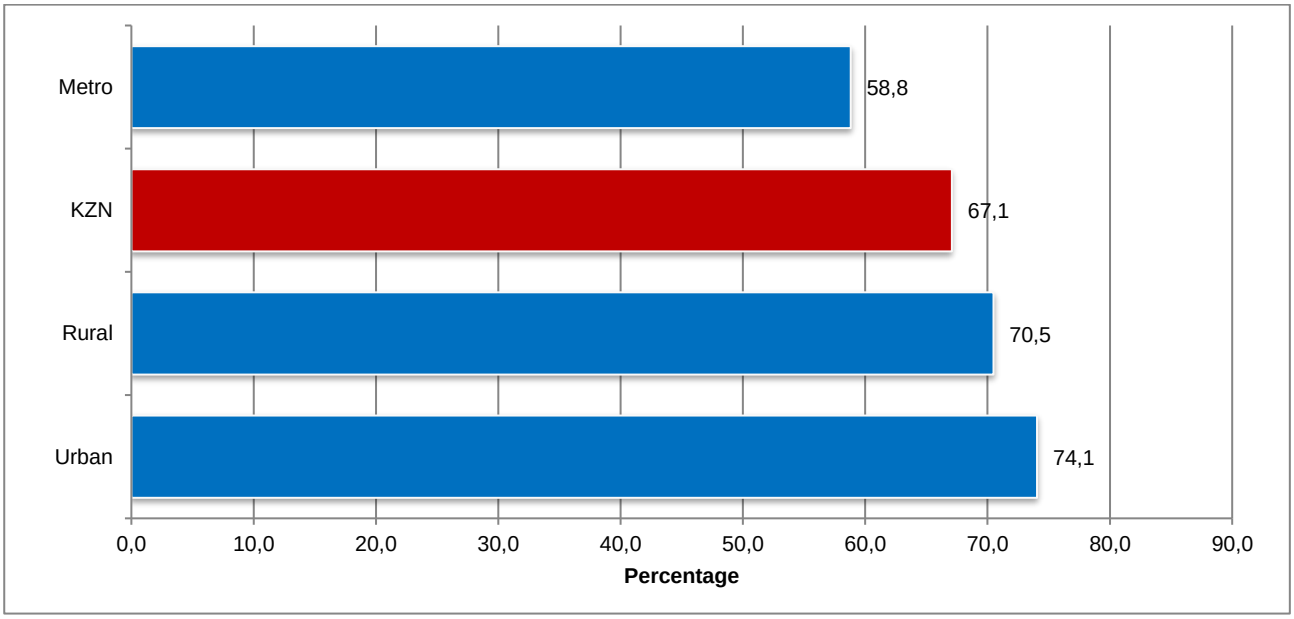


	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Did not ndertake trip	22,0	36,6	26,8	23,6	35,2	28,7	40,2	16,5	25,6	41,2	30,4	32,9
Undertook trip	78,0	63,4	73,2	76,4	64,8	71,3	59,8	83,5	74,4	58,8	69,6	67,1

Percentage calculated within the district municipality.

Figure 2.1 shows persons who travelled during the seven days prior to the interview in KwaZulu-Natal. People from uThukela (83,5%) were more likely to travel during the seven days prior to the interview, followed by the people from Amajuba (78,0%), Zululand (74,4%) and King Cetshwayo (73,2%). The municipality where individuals were the least likely to travel was eThekwini (41,2%).

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



Percentage calculated within the geographic location.

Figure 2.2 shows that 67,1% of people in KwaZulu-Natal undertook trips. Persons from urban areas (74,1%) were more likely to travel during the seven-day reference period than those in rural and metro areas (70,5% and 58,8%, respectively).

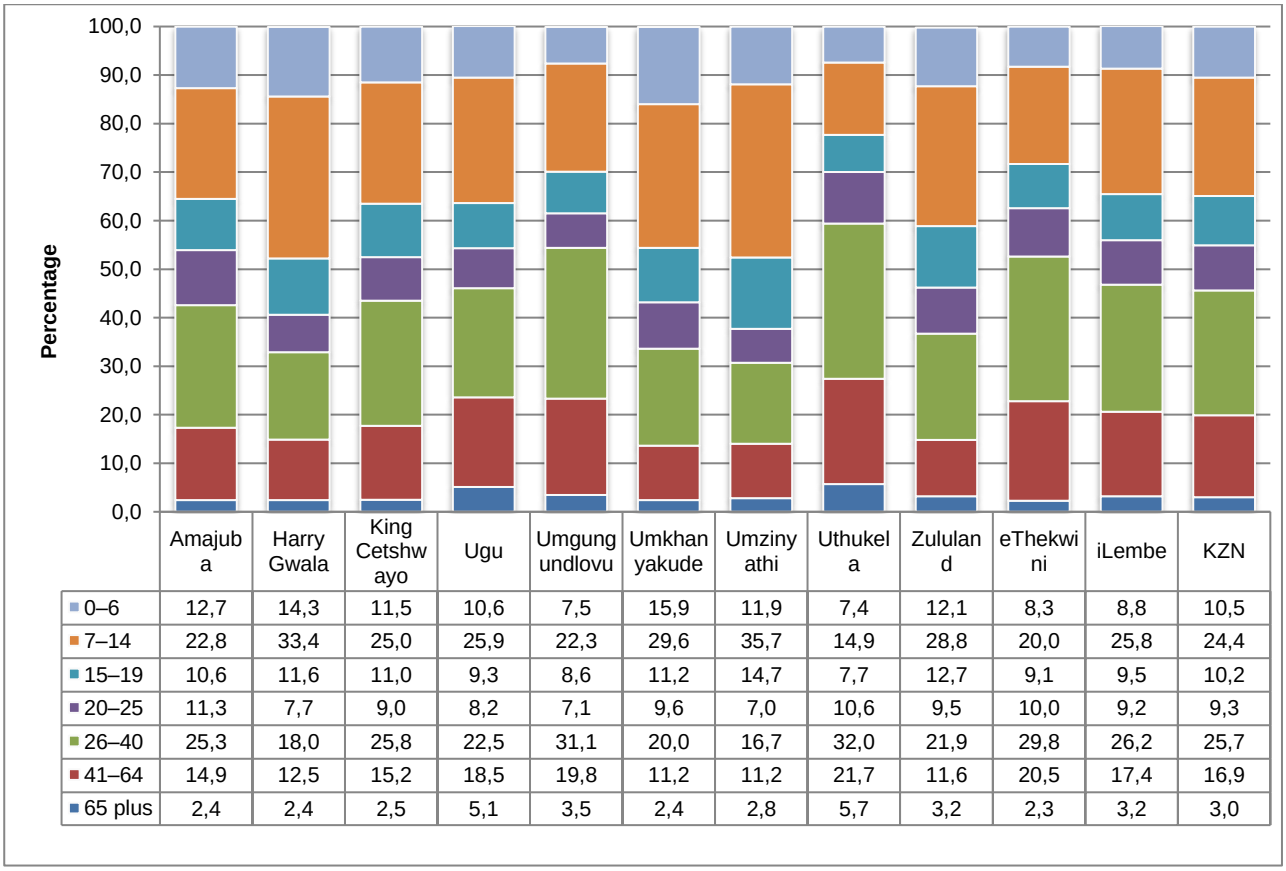
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Amajuba	503	250	49,8	253	50,2
Harry Gwala	390	200	51,3	190	48,7
King Cetshwayo	707	351	49,7	356	50,3
Ugu	705	314	44,5	391	55,5
Umgungundlovu	600	295	49,3	304	50,7
Umkhanyakude	689	320	46,4	369	53,6
Umzinyathi	311	150	48,1	162	51,9
Uthukela	340	160	47,1	180	52,9
Zululand	693	348	50,2	345	49,8
eThekwini	2 309	1 223	53,0	1 086	47,0
iLembe	376	187	49,8	188	50,2
KZN	**7 624**	**3 800**	**49,8**	**3 824**	**50,2**

Percentage calculated within the district municipality, within KwaZulu- Natal.

Table 2.2 presents persons who undertook trips in the seven days prior to the interview in KZN by sex. It shows that more females (50,2%) than males (49,8%) undertook trips seven days prior to the interview in the province. The same pattern can be observed across all other district municipalities in the province, except for Harry Gwala, Zululand and eThekwini metro were more males were more likely to undertake trips than females.

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
0–6	12,7	14,3	11,5	10,6	7,5	15,9	11,9	7,4	12,1	8,3	8,8	10,5
7–14	22,8	33,4	25,0	25,9	22,3	29,6	35,7	14,9	28,8	20,0	25,8	24,4
15–19	10,6	11,6	11,0	9,3	8,6	11,2	14,7	7,7	12,7	9,1	9,5	10,2
20–25	11,3	7,7	9,0	8,2	7,1	9,6	7,0	10,6	9,5	10,0	9,2	9,3
26–40	25,3	18,0	25,8	22,5	31,1	20,0	16,7	32,0	21,9	29,8	26,2	25,7
41–64	14,9	12,5	15,2	18,5	19,8	11,2	11,2	21,7	11,6	20,5	17,4	16,9
65 plus	2,4	2,4	2,5	5,1	3,5	2,4	2,8	5,7	3,2	2,3	3,2	3,0

Percentages calculated within district municipalities.

Figure 2.3 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 (25,7%), followed by those aged 7–14 years (24,4%) and 41–64 years (16,9%). The age group least likely to travel was 65 plus years (3,0%).

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

Indicator		Days of the week						
		Monday	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Sex	Male ('000)	3 801	3 747	3 762	3 709	3 731	1 211	1 016
	Per cent of males	69,9	68,9	69,2	68,2	68,6	22,3	18,7
	Female ('000)	3 582	3 511	3 527	3 521	3 493	1 141	1 201
	Per cent of females	60,4	59,2	59,5	59,4	58,9	19,2	20,3
Age group								
0–2 yrs	Number	123	121	123	119	113	33	44
	Per cent in age group	18,3	18,0	18,3	17,7	16,8	4,9	6,5
3–4 yrs	Number	278	277	276	275	275	24	34
	Per cent in age group	59,4	59,2	58,8	58,6	58,8	5,1	7,3
5–6 yrs	Number	442	441	440	441	440	29	43
	Per cent in age group	96,1	95,9	95,7	95,9	95,7	6,3	9,3
7–14 yrs	Number	1 952	1 951	1 950	1 949	1 946	173	219
	Per cent in age group	98,4	98,3	98,3	98,2	98,1	8,7	11,0
15–19 yrs	Number	797	795	797	795	792	128	126
	Per cent in age group	85,9	85,6	85,9	85,7	85,3	13,8	13,6
20–25 yrs	Number	636	622	636	610	621	319	270
	Per cent in age group	55,1	53,8	55,0	52,8	53,7	27,6	23,4
26–40 yrs	Number	1 822	1 772	1 781	1 751	1 770	939	770
	Per cent in age group	60,8	59,1	59,4	58,4	59,0	31,3	25,7
41–54 yrs	Number	875	850	852	845	834	414	366
	Per cent in age group	62,8	60,9	61,1	60,6	59,8	29,7	26,3
55 yrs and older	Number	457	430	436	444	433	294	345
	Per cent in age group	35,0	33,0	33,4	34,1	33,2	22,5	26,5
Total	**Total**	**7 383**	**7 258**	**7 289**	**7 230**	**7 225**	**2 352**	**2 217**
	Per cent of all travellers	**65,0**	**63,9**	**64,1**	**63,6**	**63,6**	**20,7**	**19,5**

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

Table 2.3 summarises the days of the week when people usually travelled in KZN. Almost 70% of males indicated that they travelled during weekdays. However, this figure sharply decreases on Saturdays and Sundays. On average, six in ten women travelled on weekdays. However, on Sundays, females (20,3%) tended to travel more than males (18,7%).

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

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

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

Main reason for not travelling	Statistics (numbers in '000	District municipality											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Did not need to travel	Number	72	106	158	85	189	178	112	41	67	841	51	**1 900**
	Per cent	51,3	47,1	61,0	38,8	57,9	64,2	53,8	60,8	28,1	52,2	31,2	**50,9**
Financial reasons/too expensive	Number	12	24	27	20	35	5	23	8	16	267	35	**471**
	Per cent	8,6	10,7	10,6	9,1	10,7	1,6	10,9	11,9	6,6	16,6	21,3	**12,6**
Not well enough to travel/sick	Number	1	6	8	7	14	5	6	3	12	69	10	**141**
	Per cent	1,0	2,8	3,1	3,4	4,2	1,6	3,1	4,1	5,0	4,3	6,3	**3,8**
Too old/young to travel	Number	44	62	49	76	45	72	41	7	92	277	34	**799**
	Per cent	31,5	27,8	19,1	34,6	13,8	25,7	19,5	10,6	38,6	17,2	20,9	**21,4**
Disabled: unable to leave the house/ transport inaccessible	Number	2	3	4	7	4	4	3	1	7	22	3	**59**
	Per cent	1,6	1,4	1,5	3,2	1,2	1,4	1,3	1,6	2,9	1,3	1,6	**1,6**
No particular reason	Number	2	8	6	3	22	2	13	1	24	45	9	**134**
	Per cent	1,2	3,5	2,3	1,3	6,7	0,8	6,2	1,4	10,0	2,8	5,7	**3,6**
Taking care of children/sick/ elderly relative	Number	4	13	5	6	12	5	7	1	11	27	11	**101**
	Per cent	2,9	5,6	1,9	2,5	3,7	1,7	3,3	2,1	4,6	1,7	6,5	**2,7**
Other	Number	3	3	1	15	6	8	4	5	10	63	11	**129**
	Per cent	1,8	1,2	0,5	7,0	1,8	3,0	2,0	7,4	4,3	3,9	6,5	**3,5**
Total	Number	**141**	**225**	**258**	**218**	**326**	**278**	**208**	**67**	**238**	**1 611**	**164**	**3 734**
	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**

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

Table 2.4 shows the main reasons provided for not travelling in the seven days before the interview by district municipality. Out of 3,7 million persons who did not travel, 50,9% said they did not need to travel while 21,4% said they were too old/young to travel.

Umkhanyakude had the largest proportion (64,2%) of people who had no need to travel, while Zululand (28,1%) had the lowest. The main reasons provided by persons in eThekwini Metro for not travelling were they did not need to travel (52,2%), followed by too old/young to travel (17,2%). Financial reasons/too expensive (21,3%) and too old/young to travel (20,9%) were the second and third most commonly given reasons in iLembe .

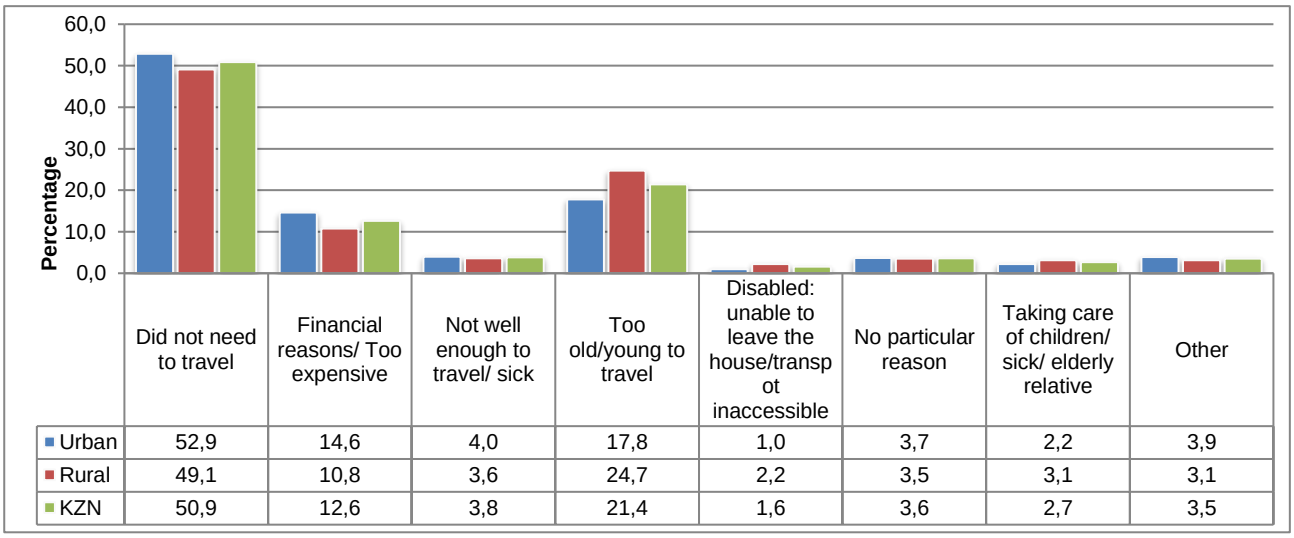
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in '000)	Age group								KZN
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	168	26	93	105	272	624	285	326	**1 900**
	Per cent	22,3	57,3	77,7	68,8	60,7	60,5	59,3	46,5	**50,9**
Financial reasons/too expensive	Number	7	1	3	20	105	227	77	31	**471**
	Per cent	1,0	2,6	2,4	13,1	23,3	22,0	16,0	4,4	**12,6**
Not well enough to travel/sick	Number	1	*	3	4	10	26	27	70	**141**
	Per cent	0,1	*	2,5	2,5	2,3	2,5	5,5	10,0	**3,8**
Too old/young to travel	Number	566	16	6	1	*	1	4	205	**799**
	Per cent	75,0	34,9	5,3	0,4	*	0,1	0,9	29,2	**21,4**
Disabled: unable to leave the house/transport inaccessible	Number	1	*	3	3	4	18	16	13	**59**
	Per cent	0,1	*	2,8	2,1	0,8	1,8	3,4	1,9	**1,6**
No particular reason	Number	2		4	11	23	45	25	24	**134**
	Per cent	0,2	0,4	3,5	6,9	5,2	4,4	5,2	3,5	**3,6**
Taking care of children/ sick/elderly relative	Number	*	*	*	4	18	47	19	12	**101**
	Per cent	*	*	*	2,6	3,9	4,5	4	1,8	**2,7**
Other	Number	10	2	7	6	16	44	27	19	**129**
	Per cent	1,3	3,4	5,7	3,7	3,6	4,2	5,7	2,6	**3,5**
Total	**Number**	**755**	**45**	**120**	**153**	**449**	**1 031**	**481**	**700**	**3 734**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.5 indicates the main reasons for not travelling seven days prior to the interview by age group. In terms of age, the 0–6-year-old age group indicated that they did not travel because they were too young/old to travel. Almost half (46,5%) of the age group 55 plus did not travel because they did not need to travel, followed by too old/young to travel (29,2%). Financial reasons were more likely to be cited in the 15–54-year-old age groups than in other age groups.

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



	Did not need to travel	Financial reasons/ Too expensive	Not well enough to travel/ sick	Too old/young to travel	Disabled: unable to leave the house/transpot inaccessible	No particular reason	Taking care of children/ sick/ elderly relative	Other
Urban	52,9	14,6	4,0	17,8	1,0	3,7	2,2	3,9
Rural	49,1	10,8	3,6	24,7	2,2	3,5	3,1	3,1
KZN	50,9	12,6	3,8	21,4	1,6	3,6	2,7	3,5

More than half (52,9%)persons residing in the urban areas cited that they did not need to travel as the main reason for not travelling in the seven days prior to the interview, which is higher than the provincial percentage at (50,9%)own in Figure 2.4. Too young/old to travel were more commonly cited as reasons in rural areas than in other areas.

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

Main purpose of trip	Statistics (numbers in '000)	District municipality											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Usual workplace	Number	105	78	153	144	207	93	38	59	95	878	91	**1 940**
	Per cent	24,7	22,2	24,1	25,0	35,0	16,0	13,3	17,6	15,4	41,5	26,7	**28,3**
Visiting friends/ relatives	Number	25	5	18	28	10	26	12	18	53	66	9	**268**
	Per cent	6,0	1,3	2,8	4,8	1,6	4,4	4,2	5,4	8,5	3,1	2,6	**3,9**
Taking children to school	Number	6	1	4	9	7	3	1	2	4	22	2	**63**
	Per cent	1,5	0,4	0,6	1,5	1,3	0,5	0,4	0,7	0,7	1,0	0,6	**0,9**
Educational institution	Number	202	238	342	297	231	390	191	85	364	880	164	**3 384**
	Per cent	47,5	67,9	53,9	51,4	39,2	67,1	67,2	25,3	58,6	41,6	48,3	**49,4**
Shops	Number	53	12	65	53	65	24	21	36	37	109	25	**500**
	Per cent	12,5	3,4	10,3	9,2	10,9	4,1	7,5	10,6	6,0	5,1	7,5	**7,3**
Looking for work	Number	7	5	18	10	9	4	3	39	14	53	14	**177**
	Per cent	1,7	1,4	2,8	1,8	1,5	0,8	1,2	11,6	2,3	2,5	4,2	**2,6**
Medical services	Number	7	7	14	9	9	12	4	28	9	42	10	**151**
	Per cent	1,7	2,0	2,2	1,5	1,6	2,0	1,5	8,3	1,5	2,0	3,0	**2,2**
Welfare offices	Number	2		3	2	5	1	*	12	1	4	1	**31**
	Per cent	0,4	0,1	0,5	0,3	0,8	0,1	*	3,5	0,2	0,2	0,3	**0,5**
Religious institution (e.g. church, mosque, etc.)	Number	7	3	10	10	41	10	11	56	13	38	20	**219**
	Per cent	1,8	0,7	1,6	1,7	7,0	1,7	4,0	16,6	2,1	1,8	5,9	**3,2**
Holiday/ leisure	Number	1	*	*	*	1	*		1	3	4	1	**12**
	Per cent	0,2	*	0,0	0,1	0,2	*	0,1	0,3	0,5	0,2	0,2	**0,2**
Other (specify)	Number	9	2	8	16	5	19	2		25	23	2	**111**
	Per cent	2,1	0,5	1,2	2,8	0,8	3,3	0,7	0,1	4,1	1,1	0,7	**1,6**
Total	**Number**	**425**	**350**	**635**	**577**	**591**	**581**	**285**	**337**	**621**	**2 118**	**339**	**6 858**
	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**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.6 shows the main reasons provided for travelling in the seven days prior to the interview by district municipality. Out of 6,9 million persons who travelled, most (49,4 %) were travelling to their educational institution, followed by those travelling to the usual workplace (28,3 %). The same pattern is observed in all other municipalities, however, in the eThekwini metro the percentage is almost similar for those going to educational institution and usual workplace. Umkhanyakude and Umzinyathi had the highest percentage (67,2%) of those travelling to educational institution, while Uthukela had the lowest at 25,3 %.

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

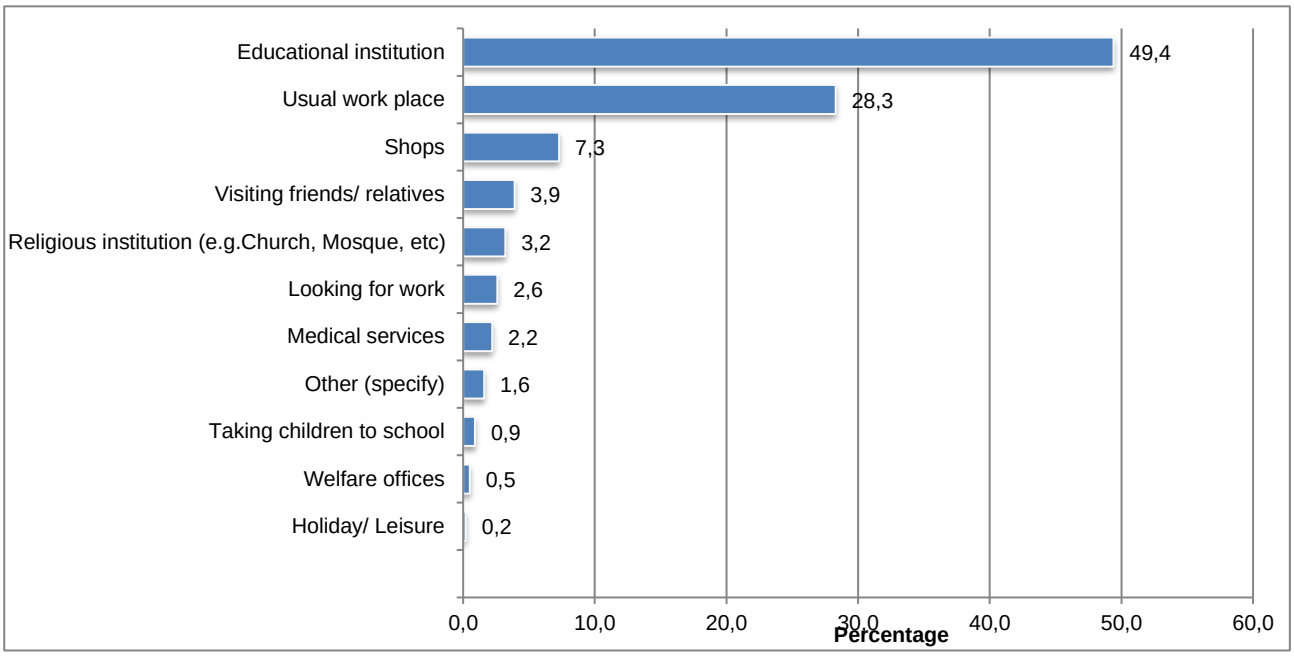


Figure 2.5 shows that in KwaZulu-Natal, the main purpose of travelling was going to educational institution (49,4%), travelling to usual place of work (28,9%), visiting the shops and visiting friends/relatives. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

Geographic location	Number of persons who completed the question ('000)	Number of trips undertook (Per cent of household members within geographic location)			Total
		1 trip	2 trips	3 trips and more	
Metro	2 118	75,0	15,7	9,3	**100,0**
Non-metro	4 740	85,7	9,2	5,2	**100,0**
Urban	3 078	78,4	12,9	8,7	**100,0**
Rural	3 779	85,6	9,8	4,6	**100,0**
RSA	**6 858**	**82,4**	**11,2**	**6,5**	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

Table 2.7 shows that the majority (82,4%) of people in KZN undertook one trip in the seven days prior to the interview, followed by those who undertook two trips (11,2%) and those who undertook three trips (6,5%). The highest proportion of individuals who undertook two trips were located in metropolitan and urban areas at 15,7% and 12,9%, respectively. Persons in metropolitan areas were most likely to undertake over three trips (9,3%) in a week.

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

Mode of travel		Statistics (numbers in '000)	District municipality											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Train	Number	*	*	*	*	*	*	*	*	*	27	5	**32**
		Per cent	*	*	*	*	*	*	*	*	*	1,3	1,5	**0,5**
	Bus	Number	34	6	76	16	13	25	14	16	34	105	12	**351**
		Per cent	8,1	1,7	12,0	2,8	2,3	4,3	4,8	4,9	5,5	5,0	3,5	**5,1**
	Taxi	Number	102	79	104	121	158	55	38	170	159	753	108	**1 848**
		Per cent	24,1	22,7	16,4	20,9	26,7	9,5	13,5	50,5	25,7	35,5	31,7	**27,0**
Private transport	Car/truck driver	Number	43	12	57	52	131	24	14	17	28	411	40	**828**
		Per cent	10,0	3,5	8,9	9,0	22,2	4,1	4,9	5,0	4,4	19,4	11,9	**12,1**
	Car/truck passenger	Number	34	40	135	89	89	166	39	12	28	234	35	**901**
		Per cent	8,0	11,3	21,2	15,4	15,1	28,6	13,7	3,5	4,4	11,1	10,4	**13,1**
Walking all the way		Number	203	212	262	279	179	310	179	120	368	556	137	**2 807**
		Per cent	47,7	60,6	41,2	48,4	30,3	53,4	62,9	35,7	59,3	26,3	40,5	**40,9**
Other		Number	9	1	1	20	20	1	1	1	4	32	2	**91**
		Per cent	2,1	0,1	0,2	3,5	3,4	0,1	0,2	0,3	0,6	1,5	0,5	**1,3**
Total		**Number**	**425**	**350**	**635**	**577**	**591**	**581**	**285**	**337**	**621**	**2 118**	**339**	**6 858**
		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**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.8 indicates that in KZN, 'Walk all the way' was the main mode of travel used by household members to reach their destination. More than 2,8 million household members walked all the way to their destination, followed by 1,8 million individuals who took a taxi and 901 000 who used a car/truck as the passenger of such a vehicle. This pattern is observed in other district municipalities, except for Uthukela and eThekwini metro where taxis were the most popular mode of transport.

Trains were the least used mode of travel by household members in the province; this can also be because they are available only in two municipalities, namely eThekwini metro and iLembe .

2.2 Summary

Persons from uThukela (83,5%) were more likely to travel during the seven days prior to the interview, followed by the persons from Amajuba (78,0%), Zululand (74,4%) and King Cetshwayo (73,2%). The municipality where individuals were the least likely to travel was eThekwini (41,2%). Approximately 74,1% of persons who undertook trips seven days prior to the interview were located in urban areas, while 70,5% were found in rural areas.

Provincially, females (50,2%) were more likely to undertake trips than males (49,8%); however, the variation was not significant. Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip at 20,3% compared to 18,7% for males.

Children of school-going age, 26–40- and 41–54-year age groups were the most likely to find themselves on the road on weekdays; the age group 7–14 years was more likely to travel during the week.

Not needing to travel and too old/young to travel were the reasons most commonly indicated for not travelling. Financial reasons were also likely to be cited. Travelling to an educational institution was the main purpose of undertaking a trip by household members in the province, while trips to the usual workplace were cited as the second most common purpose for household members to travel.

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in '000)	District municipality											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Pre-school	Number	18	15	32	20	14	47	5	8	21	66	6	**252**
	Per cent	7,8	6,0	8,6	6,1	5,6	11,0	2,4	8,1	5,8	6,3	3,7	**6,7**
School	Number	200	222	307	291	208	369	194	87	342	847	151	**3 217**
	Per cent	84,1	91,6	83,4	88,6	85,0	86,5	94,8	86,1	91,9	80,3	89,4	**85,8**
ABET and literacy classes	Number	*	1	*	1	*	*	1	*	1	2	*	**7**
	Per cent	*	0,5	*	0,3	*	*	0,3	*	0,4	0,2	*	**0,2**
Higher educational institution	Number	8	1	20	11	16	5	3	*	3	87	6	**161**
	Per cent	3,3	0,5	5,4	3,4	6,5	1,3	1,4	*	0,9	8,3	3,3	**4,3**
FET & other colleges	Number	11	3	9	5	7	3	2	6	4	49	5	**103**
	Per cent	4,4	1,4	2,5	1,4	2,7	0,7	1,1	5,5	1,0	4,6	3,2	**2,7**
Other	Number	1	*	*	1	*	2	*	*	*	3	1	**8**
	Per cent	0,3	*	*	0,2	*	0,6	*	*	*	0,2	0,3	**0,2**
Total	**Number**	**238**	**243**	**367**	**329**	**245**	**426**	**205**	**101**	**373**	**1 054**	**168**	**3 748**
	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**
Geographic location													
Urban	Number	114	46	54	45	145	23	26	21	61	810	58	**1 404**
	Per cent	47,8	19	14,8	13,6	59,3	5,4	12,7	20,6	16,5	76,9	34,5	**37,4**
Rural	Number	124	197	313	284	100	403	179	80	311	243	110	**2 345**
	Per cent	52,2	81	85,2	86,4	40,7	94,6	87,3	79,4	83,5	23,1	65,5	**62,6**
Household income quintiles													
Quintile 1 (lowest income quintile)	Number	16	42	58	79	115	44	49	27	53	267	39	**788**
	Per cent	6,7	17,1	15,7	24,0	47,0	10,4	23,8	26,4	14,2	25,4	23,1	**21,0**
Quintile 2	Number	24	52	57	46	38	117	46	25	68	125	37	**634**
	Per cent	9,9	21,4	15,5	13,9	15,6	27,5	22,2	24,8	18,1	11,9	22,1	**16,9**
Quintile 3	Number	41	43	75	71	25	79	55	15	90	112	26	**633**
	Per cent	17,2	17,5	20,5	21,7	10,4	18,6	27,0	14,8	24,1	10,6	15,5	**16,9**
Quintile 4	Number	64	62	61	72	29	113	35	24	105	162	30	**758**
	Per cent	27,1	25,5	16,7	21,9	11,8	26,6	16,9	23,4	28,3	15,4	17,9	**20,2**
Quintile 5 (highest income quintile)	Number	93	45	116	61	37	72	21	11	57	387	36	**935**
	Per cent	39,1	18,4	31,5	18,5	15,3	16,9	10,0	10,6	15,3	36,7	21,4	**24,9**

Unspecified type of institution and household income were excluded from totals for calculation of percentages.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.

Table 3.1 indicates that most of the learners in KwaZulu-Natal attended school (85,8%), followed by those who attended pre-school (6,7%). Less than five percent (4,3%) of the learners attended higher educational institutions. The lowest percentage of learners attended other institutions (0,2%). It is evident that residents in rural areas (62,6%) had the highest percentage of learners attending educational institutions than those in urban areas (37,4%). Rural learners were mostly concentrated in Umkhanyakude (94,6%) and Umzinyathi (87,3%). Approximately 3 in 10 learners fell in the highest income quintile (24,9%), followed by those in the lowest income quintile (21,0%) and 20,2% in the fourth quintile

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

Indicator	Statistics (numbers in '000)	Mode of travel							KZN
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	*	191	365	32	485	1 899	63	**3 035**
	Per cent	*	6,3	12,0	1,1	16,0	62,6	2,1	**100**
Disabled scholars	Number	*	11	19	3	27	67	3	**129**
	Per cent	*	8,7	14,5	2,1	20,6	51,5	2,5	**100,0**
Geographic location									
Urban	Number	1	83	161	29	214	533	27	**1 047**
	Per cent	0,1	7,9	15,4	2,7	20,4	50,9	2,6	**100,0**
Rural	Number	*	108	203	4	271	1 365	36	**1 987**
	Per cent	*	5,4	10,2	0,2	13,6	68,7	1,8	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	1	32	84	3	119	367	9	**615**
	Per cent	0,1	5,2	13,6	0,6	19,3	59,8	1,5	**100,0**
Quintile 2	Number	*	32	59	2	85	359	8	**544**
	Per cent	*	5,9	10,8	0,3	15,7	65,9	1,4	**100,0**
Quintile 3	Number	*	31	45		59	370	9	**514**
	Per cent	*	6,0	8,7	0,1	11,6	71,9	1,7	**100,0**
Quintile 4	Number	*	37	79	1	59	429	18	**622**
	Per cent	*	5,9	12,7	0,1	9,4	69,0	2,8	**100,0**
Quintile 5 (highest income quintile)	Number	*	59	98	26	162	374	19	**740**
	Per cent	*	8,0	13,3	3,5	22,0	50,6	2,6	**100,0**

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

Most of the scholars (62,6%) in KwaZulu-Natal walked all the way to their educational institutions. The second most used mode of transport by scholars was car/truck passenger (16,0%), followed by taxi (12,0%). Looking at learners with disabilities, a little over fifty percent (51,5%) walked all the way to their educational institutions, followed by those using a car/truck as passenger (20,6%) and taxis (14,5%).

Learners in rural areas were more likely to walk all the way (68,7%) compared to learners in urban areas (50,9%). In both urban and rural areas the second most common mode of transport is car/truck passenger, followed by taxi.

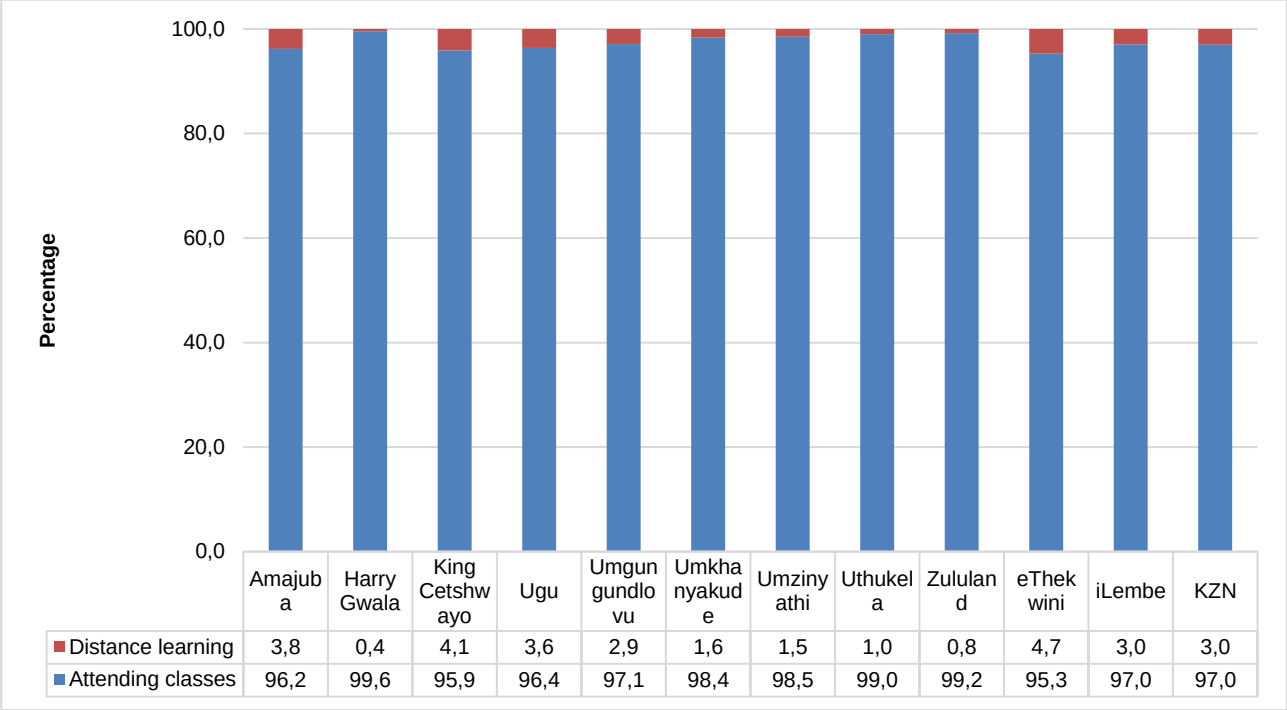
Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2013 and 2020

District municipality	Statistic (numbers in '000)	2013			2020		
		Learners who completed the question	Attending classes	Distance learning	Learners who completed the question	Attending classes	Distance learning
Amajuba	Number	60	59	*	238	229	9
	Per cent	1,6	1,6	*	6,3	6,3	8,1
Harry Gwala	Number	193	190	2	243	242	1
	Per cent	5,2	5,3	2,8	6,5	6,7	0,7
King Cetshwayo	Number	186	183	3	367	352	16
	Per cent	5,0	5,1	3,7	9,8	9,7	13,8
Ugu	Number	192	189	3	329	317	12
	Per cent	5,2	5,3	3,9	8,8	8,7	10,4
Umgungundlovu	Number	157	155	2	245	238	7
	Per cent	4,3	4,3	2,9	6,5	6,5	6,1
Umkhanyakude	Number	266	263	3	426	419	8
	Per cent	7,2	7,3	3,3	11,4	11,5	6,7
Umzinyathi	Number	187	185	2	205	202	3
	Per cent	5,1	5,1	2,0	5,5	5,6	2,6
Uthukela	Number	270	264	6	101	100	
	Per cent	7,3	7,3	7,3	2,7	2,8	0,3
Zululand	Number	303	297	*	373	370	2
	Per cent	8,2	8,2	8,2	9,9	10,2	2
eThekwini	Number	1 048	1 014	34	1 054	1 004	50
	Per cent	28,4	28,1	41,9	28,1	27,6	44,1
iLembe	Number	4,5	4,5	*	168	163	6
	Per cent	193	190	2	4,5	4,5	5
KZN	**Number**	**3 687**	**3 605**	**81**	**3 748**	**3 635**	**113**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.3 presents information on learners who attended classes and those who learned through distance learning. Of the 3,7 million learners, about 3,6 million attended classes and 113 000 learned through distance learning. Learners in eThekwini counted the largest percentage of both learners who attended classes and distance learning at (27,6% and 44,1%, respectively); this was also the case in 2013.

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Distance learning	3,8	0,4	4,1	3,6	2,9	1,6	1,5	1,0	0,8	4,7	3,0	3,0
Attending classes	96,2	99,6	95,9	96,4	97,1	98,4	98,5	99,0	99,2	95,3	97,0	97,0

Percentages calculated within district municipalities

Figure 3.1 shows that in KwaZulu-Natal, the majority of learners were attending classes (97,0%) compared to those who studied through distance learning (3,0%). The same trend were followed in all municipalities. The largest proportion of learners who were studying by means of distance learning was found in eThekwini (4,7%).

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in '000)	District municipality											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Pre-school	1–4	Number	*	*	*	*	*	*	*	*	*	4	*	4
		Per cent	*	*	*	*	*	*	*	*	*	5,5	*	**1,8**
	5	Number	18	15	31	20	13	47	5	8	21	61	6	**246**
		Per cent	100,0	100,0	99,2	100,0	100,0	99,3	100,0	97,4	100,0	93,1	100,0	**97,9**
	6–7	Number	*	*	*	*	*	*	*	*	*	1	*	**1**
		Per cent	*	*	*	*	*	*	*	*	*	1,3	*	**0,3**
School	1–4	Number	2	1	1	1	1	1	2	*	3	37	2	**50**
		Per cent	0,9	0,3	0,2	0,2	0,6	0,4	0,8	*	1	4,4	1,4	**1,6**
	5	Number	190	218	302	285	204	357	191	87	333	800	148	**3 115**
		Per cent	95,5	98,2	98,6	97,9	98,5	97,1	98,7	100,0	97,6	95,2	98,3	**97,2**
	6–7	Number	7	4	3	5	2	9	1	*	5	4	1	**41**
		Per cent	3,5	1,6	1,1	1,8	0,9	2,6	0,5	*	1,4	0,5	0,4	**1,3**
Higher education institutions	1–4	Number	2		7	1	6	2			1	16	4	**40**
		Per cent	64,9	13,0	50,9	22,9	44,3	82,2	2,8	100,0	23,7	24,5	76,5	**34,5**
	5	Number	1	1	6	4	8	1	2	*	2	48	1	**73**
		Per cent	25,4	69,4	47,6	77,1	55,4	17,8	89,8	*	76,3	71,3	23,5	**62,4**
	6–7	Number	*	*	*	*		*	*	*	*	3	*	**4**
		Per cent	*	*	*	*	0,3	*	*	*	*	4,2	*	**3,1**
Other institutions	1–4	Number	1		3	2	1	3		*	1	9	2	**24**
		Per cent	12,7	10,6	36,8	38,3	10,8	63,4	2,6	*	18,2	20,3	30,3	**22,4**
	5	Number	9	4	6	4	6	2	3	5	4	36	4	**83**
		Per cent	85,6	89,4	63,2	61,7	89,2	36,6	97,4	94	81,8	79,7	69,7	**77,5**
	6–7	Number	*	*	*	*	*	*	*	*	*	*	*	
		Per cent	*	*	*	*	*	*	*	*	*	*	*	**0,2**
All institutions	1–4	Number	5	1	11	4	8	7	2	1	5	66	8	**119**
		Per cent	2,1	0,5	3,1	1,3	3,3	1,8	0,9	0,9	1,3	6,5	4,8	**3,2**
	5	Number	218	237	346	312	232	406	200	99	361	945	160	**3 517**
		Per cent	94,6	98	95,9	97,1	95,9	96	98,6	99,1	97,4	92,8	94,8	**95,5**
	6–7	Number	7	4	4	5	2	9	1	*	5	8	1	**46**
		Per cent	3,2	1,5	1	1,7	0,8	2,2	0,5	*	1,3	0,8	0,3	**1,2**
Unspecified		Per cent	7,3	0,7	6,9	7,3	3,4	3,1	1,8	0,4	1,7	34,9	0,1	**67,4**
Total		**Number**	**230**	**242**	**361**	**322**	**241**	**423**	**203**	**100**	**371**	**1 019**	**168**	**3 681**

Percentage calculated across municipalities, within KwaZulu-Natal
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
'Other' category includes FET college, ABET and literacy classes, home based educational/home schooling

Table 3.4 indicates the number of days that learners travelled to educational institutions. Across all institutions, most learners travelled for 5 days in a week (95,5%). More than 3,5 million learners who attended school travelled for 5 days in a week, followed by pre-school (246 000) and those who attended other educational institutions (83 000).

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

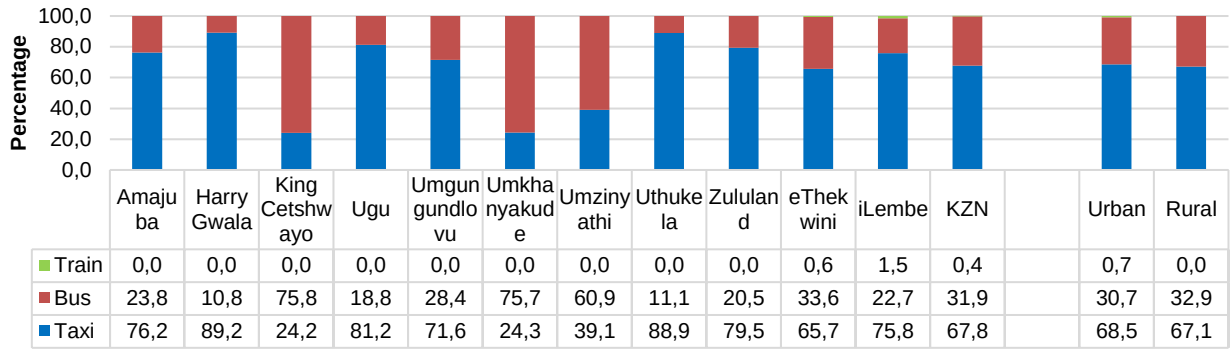
Mode of travel		Statistics ('000)	District municipality (Per cent within district municipality)											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Train	Number	*	*	*	*	*	*	*	*	*	2	1	**2**
		Per cent	*	*	*	*	*	*	*	*	*	0,2	0,4	**0,1**
	Bus	Number	13	5	26	3	10	20	14	2	22	87	10	**213**
		Per cent	6	1,9	7,7	1,1	4,2	5,2	7,1	2,5	6,1	9,9	6,5	**6,2**
	Taxi	Number	43	38	8	14	25	6	9	20	85	170	35	**454**
		Per cent	19,2	16	2,5	4,6	10,7	1,7	4,5	20,2	23,6	19,3	21,8	**13,3**
Private transport	Car/truck driver	Number	1	*	1	5	5	2	1	*	*	35	3	**52**
		Per cent	0,4	*	0,3	1,6	2,1	0,5	0,5	*	*	3,9	1,9	**1,5**
	Car/truck passenger	Number	17	29	98	55	53	134	29	4	8	125	19	**571**
		Per cent	7,8	12,3	28,9	18,5	22,8	34,7	14,6	3,6	2,2	14,2	11,6	**16,7**
Walking all the way		Number	142	166	206	205	123	223	145	72	244	434	91	**2 052**
		Per cent	63,7	69,6	60,5	69,3	52,8	57,8	73,2	73,6	67,7	49,1	56,5	**60,0**
Other		Number	6	1		15	17	1	*	*	1	31	2	**74**
		Per cent	2,8	0,2	0,1	4,9	7,5	0,2	*	*	0,3	3,5	1,3	**2,2**
Total		**Number**	**224**	**238**	**340**	**296**	**234**	**386**	**199**	**98**	**361**	**883**	**161**	**3 419**
		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**

Percentage calculated within municipalities, within KwaZulu-Natal.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified type of mode of travel

Table 3.5 illustrates that the primary mode of travel used to get to educational institutions in KwaZulu-Natal was 'walking all the way'. Out of 3,4 million learners, more than half 2,1 million-(rounding) of them walked all the way to their educational institutions, followed by those who used car/truck passenger (571 000) and those who use taxi (454 000).

Trains were more likely to be used in eThekwini (0,2%)and iLembe (0,4%). Learners most likely to use buses were in eThekwini (9,9%), followed by King Cetshwayo (7,7%) and Umzinyathi (7,1%).

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN		Urban	Rural
Train	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,6	1,5	0,4		0,7	0,0
Bus	23,8	10,8	75,8	18,8	28,4	75,7	60,9	11,1	20,5	33,6	22,7	31,9		30,7	32,9
Taxi	76,2	89,2	24,2	81,2	71,6	24,3	39,1	88,9	79,5	65,7	75,8	67,8		68,5	67,1

Percentages calculated within municipalities and geographical location

Taxis were the most used public transport by almost three-quarters of the learners (67,8%), followed by buses (31,9%) and trains (0,4%).

It is interesting to note that taxis were mostly used in Harry Gwala (89,2%), and buses were mostly used in King Cetshwayo (75,8%) and Umkhanyakude (75,7%), while trains were used in iLembe (1,5%) and eThekwini (0,6%).

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

Mode of travel		Statistics (numbers in '000)	District municipality (Per cent within district municipality)											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Train	Number	*	*	*	*	*	*	*	*	*	*	1	**1**
		Per cent	*	*	*	*	*	*	*	*	*	*	100,0	**100,0**
	Bus	Number	10	5	22	3	9	19	13	2	19	78	10	**191**
		Per cent	5,4	2,4	11,7	1,7	4,6	10,0	7,0	0,9	10,0	40,9	5,5	**100,0**
	Taxi	Number	36	36	4	11	18	5	9	17	79	121	27	**365**
		Per cent	9,9	9,9	1,2	3,0	5,0	1,5	2,4	4,6	21,8	33,2	7,5	**100,0**
Private transport	Car/truck driver	Number	1	*	*	3	4	1	*	*	*	21	2	**32**
		Per cent	1,6	*	*	7,9	13,2	4,1	*	*	*	66,0	5,7	**100,0**
	Car/truck passenger	Number	13	24	80	52	46	110	28	3	7	105	17	**485**
		Per cent	2,6	5,0	16,5	10,8	9,5	22,7	5,8	0,6	1,3	21,6	3,5	**100,0**
Walking all the way		Number	132	154	190	192	110	205	139	64	227	398	88	**1 899**
		Per cent	6,9	8,1	10,0	10,1	5,8	10,8	7,3	3,4	12,0	21,0	4,6	**100,0**
Other		Number	6	*	*	14	16	*	*	*	1	24	2	**63**
		Per cent	9,1	0,3	0,6	22,7	24,8	*	*	*	1,7	38	2,5	**100,0**
Total		**Number**	**197**	**218**	**298**	**275**	**203**	**341**	**190**	**86**	**334**	**748**	**146**	**3 035**

Unspecified types of institutions were excluded from the total for the calculation of percentages.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.

Learners using buses were likely to be located in eThekwini (40,9%) and uMkhanyakude (10,0%). Taxis were used mostly in eThekwini (33,2%), followed by Zululand (21,8%) and Amajuba and Harry Gwala both at 9,9%. Trains appeared to be used only by learners in iLembe.

Scholars using cars and trucks as passengers were more likely to live in uMkhanyakude (22,7%) and eThekwini (21,6%). Scholars who drove themselves to their educational institutions were mostly found in eThekwini (66,0%) and in UMgungundlovu. About twenty % of scholars in eThekwini municipality (19,5%) used a bakkie taxi/tambai to travel to school. A significant percentage of scholars in eThekwini (21,0%) walked all the way to school, followed by Zululand (12,0%) and uMkhanyakude (10,8%).

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

Mode of travel		Statistics (numbers in '000)	Educational institution					KZN
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Train	Number	*	1	1	1	*	**2**
		Per cent	*	0,0	1,3	1,4	*	**0,1**
	Bus	Number	4	191	4	11	4	**213**
		Per cent	1,7	6,3	5,8	17,5	19,0	**6,2**
	Taxi	Number	29	365	29	25	7	**454**
		Per cent	12,2	12,0	41,7	41,1	32,0	**13,3**
Private transport	Car/truck driver	Number	2	32	16	1	1	**52**
		Per cent	0,8	1,1	22,6	2,2	4,7	**1,5**
	Car/truck passenger	Number	70	485	7	9	1	**571**
		Per cent	29,9	16,0	10,2	14,2	4,7	**16,7**
Walking all the way		Number	122	1 899	12	14	7	**2 052**
		Per cent	52,0	62,6	16,8	22,5	32,1	**60,0**
Other		Number	8	63	1	1	2	**74**
		Per cent	3,4	2,1	1,6	1,0	7,5	**2,2**
Total		**Number**	**234**	**3 035**	**69**	**62**	**20**	**3 419**

Other includes bicycle, scooter/motorcycle, animal drawn transport etc.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Unspecified types of institutions were excluded from the total for the calculation of percentages.

Table 3.7 shows the different modes of travel used by learners to reach their educational institutions. Of the 3,4 million learners in the province, more than half of them 2,1 million (rounding) walked all the way to their educational institutions. Car/truck passenger was the second most preferred mode of transport at 571 000, followed by taxis at 454 000. Learners who attended higher educational institutions mostly used taxis (41,7%) and car/truck driver (22,6%). More than half (52,0%) of learners who attended pre-school walked all the way and 29,9% were passengers in cars/trucks.

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality
Amajuba	142	6,9	99,6	*	*	*	*	1,0	0,3	*	6,0	0,2
Harry Gwala	166	8,1	99,3	*	7,9	0,1	*	*	*	1	24,3	0,6
King Cetshwayo	206	10,0	99,3	*	11,5	0,1	1	3,0	0,6	*	*	*
Ugu	205	10,0	98,7	*	*	*	3	6,8	1,3	*	*	*
Umgungundlovu	123	6,0	97,7	1	32,4	0,6	2	5,5	1,7	*	*	*
Umkhanyakude	223	10,9	99,3	*	*	*		1,1	0,2	1	26,6	0,5
Umzinyathi	145	7,1	99,5	*	6,1	0,1	1	1,7	0,5	*	*	*
Uthukela	72	3,5	99,4	*	*	*	*	*	*	*	10,9	0,6
Zululand	244	11,9	99,7	*	*	*	*	*	*	1	15,2	0,3
eThekwini	434	21,1	93,2	1	27,0	0,1	31	77,7	6,6	*	8,1	0,1
iLembe	91	4,4	97,8		15,1	0,4	1	3,3	1,4	*	8,9	0,4
KZN	**2 052**	**100,0**	**97,8**	**2**	**100,0**	**0,1**	**39**	**100,0**	**1,9**	**4**	**100,0**	**0,2**
Geographic location												
Urban	588	28,7	93,8	1	56,1	0,2	37	93,6	5,9	1	22,0	0,2
Rural	1 464	71,3	99,5	1	43,9	0,1	2	6,4	0,2	3	78,0	0,2

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institution by district municipality. In absolute numbers, 2,1 million learners walked all the way to their educational institution. Across district municipalities, the highest percentage of learners who walked to their educational institution was recorded in eThekwini (21,1%), followed by Zululand (11,9%) and uMkhanyakude (10,9%). In contrast, exclusive cyclists were most likely to come from uMgungundlovu.

As many as 39 000 of learners drove to their educational institution. Of these drivers, 77,7% were based in eThekwini. Only 4 000 of learners hitchhiked all the way to school.

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

Main reasons for walking all the way	Statistics (numbers in '000)	Geographic location		KZN
		Urban	Rural	
It was by choice	Number	54	70	**124**
	Per cent	9,3	4,8	**6,1**
Public transport too expensive	Number	69	257	**326**
	Per cent	11,7	17,6	**15,9**
Public transport not available	Number	8	56	**64**
	Per cent	1,4	3,8	**3,1**
No public transport available at specific times	Number	*	12	**12**
	Per cent	*	0,8	**0,6**
Public transport is not enough	Number	1	6	**7**
	Per cent	0,2	0,4	**0,4**
No transport	Number	3	64	**67**
	Per cent	0,5	4,4	**3,3**
Nearby/close enough to walk	Number	449	986	**1 434**
	Per cent	76,3	67,3	**69,9**
Health reasons/exercising	Number	3	4	**8**
	Per cent	0,6	0,3	**0,4**
Other	Number	1	8	**9**
	Per cent	0,2	0,6	**0,4**
Total	**Number**	**588**	**1 464**	**2 052**
	Per cent	**100**	**100**	**100**

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

Table 3.9 displays the main reasons for walking all the way to the educational institution by geographic location. The results show that most learners in the country walked all the way to their educational institution because it is nearby/close enough to walk (69,9%). The second most common reason provided was that public transport was too expensive (15,9%). This reason was mostly cited by those who lived in the rural areas (17,6%). While (6,1%) of learners indicated that it was their choice to walk all the way to their educational destination.

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

District municipality	Statistics (numbers in '000)	Type of scholar transport		KZN
		Government scholar transport	Private scholar transport	
Amajuba	Number	7	42	**49**
	Per cent	13,8	86,2	**100,0**
Harry Gwala	Number	6	54	**60**
	Per cent	9,9	90,1	**100,0**
King Cetshwayo	Number	14	79	**93**
	Per cent	14,8	85,2	**100,0**
Ugu	Number	3	63	**66**
	Per cent	5,2	94,8	**100,0**
Umgungundlovu	Number	3	59	**62**
	Per cent	4,2	95,8	**100,0**
Umkhanyakude	Number	19	115	**133**
	Per cent	14,1	85,9	**100,0**
Umzinyathi	Number	12	36	**48**
	Per cent	24,9	75,1	**100,0**
Uthukela	Number	3	18	**20**
	Per cent	13,7	86,3	**100,0**
Zululand	Number	16	82	**98**
	Per cent	15,9	84,1	**100,0**
eThekwini	Number	28	164	**191**
	Per cent	14,5	85,5	**100,0**
iLembe	Number	8	40	**48**
	Per cent	16,9	83,1	**100,0**
KZN	**Number**	**118**	**752**	**869**
	Per cent	**13,5**	**86,5**	**100,0**

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within districts municipalities.

About 752 000 (86,5%) scholars used private scholar transport to reach their educational destination, while the remaining 118 000 (13,5%) learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in uMzinyathi (24,9%), followed by iLembe (16,9%), Zululand (15,9%) and King Cetshwayo and eThekwini (both at approximately 15,0%).

Table 3.11: Percentage of educational trips by district municipality of origin and province destination, 2020

District municipality of origin	Province of destination									RSA
	WC	EC	NC	FS	KZN	NW	KZN	MP	LP	
Amajuba	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Harry Gwala	*	0,1	*	*	**99,9**	*	*	*	*	**100,0**
King Cetshwayo	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Ugu	*	0,2	*	*	**99,8**	*	*	*	*	**100,0**
Umgungundlovu	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Umkhanyakude	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Umzinyathi	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Uthukela	*	*	*	*	**100,0**	*	*	*	*	**100,0**
Zululand	*	*	*	*	**100,0**	*	*	*	*	**100,0**
eThekwini	*	0,1	*	*	**99,8**	*	*	0,1	*	**100,0**
iLembe	*	*	*	*	**100,0**	*	*	*	*	**100,0**
KZN	*	**0**	*	*	**99,9**	*	*	**0**	*	**100,0**

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within districts municipalities.

Table 3.11 shows the percentage of educational trips by the district municipality of origin and the province of destination. It shows that almost all the educational trips undertaken were within the province.

Table 3.15: Main mode of travel to educational institution, 2013 and 2020

Educational institution	Number of persons attending educational institution ('000)	Main mode of travel (Per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
Pre-school	234	*	1,7	12,2	30,7	52,0	3,4
School	3 035	0	6,3	12,0	17,0	62,6	2,1
Post-matric	130	1,3	11,3	41,4	25,1	19,5	1,3
Other	20	*	19,0	32,0	9,4	32,1	7,5
Total	**3 419**	**0,1**	**6,2**	**13,3**	**18,2**	**60,0**	**2,2**

The total used to calculate percentages excluded unspecified cases.
Car include: car/truck driver and car/truck passenger.

Table 3.15 shows the proportion of learners by main mode of travel to their institutions. In 2020, the highest proportion of scholars walked all the way to school, followed by those who travelled by car and taxi (18,2% and 13,3%, respectively). Almost half of those post-matric were more likely to use taxi (41,4%), followed by car (25,1%); this is completely different to the general provincial trend.

3.3 Departure, waiting, arrival and total travel times

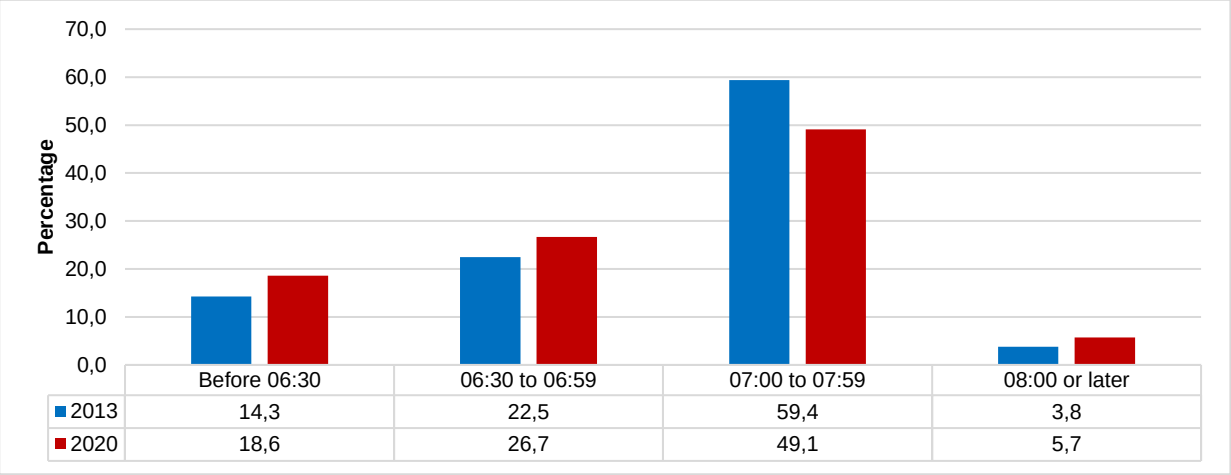
Table 3.12: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (Per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Amajuba	224	11,8	26,7	60,7	0,8	**100,0**
Harry Gwala	238	14,3	17,5	65,5	2,7	**100,0**
King Cetshwayo	340	21,8	34,3	43,0	0,9	**100,0**
Ugu	296	18,9	34,6	45,5	0,9	**100,0**
Umgungundlovu	234	10,6	20,6	66,5	2,3	**100,0**
Umkhanyakude	386	28,0	38,6	32,1	1,3	**100,0**
Umzinyathi	199	18,9	20,3	60,1	0,7	**100,0**
Uthukela	98	8,9	21,4	65,3	4,4	**100,0**
Zululand	361	27,7	28,0	42,2	2,0	**100,0**
eThekwini	883	15,8	20,7	46,2	17,3	**100,0**
iLembe	161	16,0	31,2	51,2	1,6	**100,0**
KZN	**3 419**	**18,6**	**26,7**	**49,1**	**5,7**	**100,0**

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

According to Table 3.12, the majority of learners (49,1%) 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 (26,7%). Some learners (18,6%) left before 06:30 and 5,7% left home at 08:00 or later. Learners in eThekwini (17,3%) were more likely to leave home by 08:00 or later. Zululand had the highest proportion (27,7%) of learners who left home before 06:30 to go to their educational institutions.

Figure 3.3: Attendees' time of leaving their place of residence to attend an educational institution, 2013 and 2020



A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to leave home to attend educational institutions before 07:00 in 2020 than in 2013. According to Figure 3.3, in 2020, 5,7% of learners left their home after 08:00, while only 3,8% had left their home after 08:00 in 2013.

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

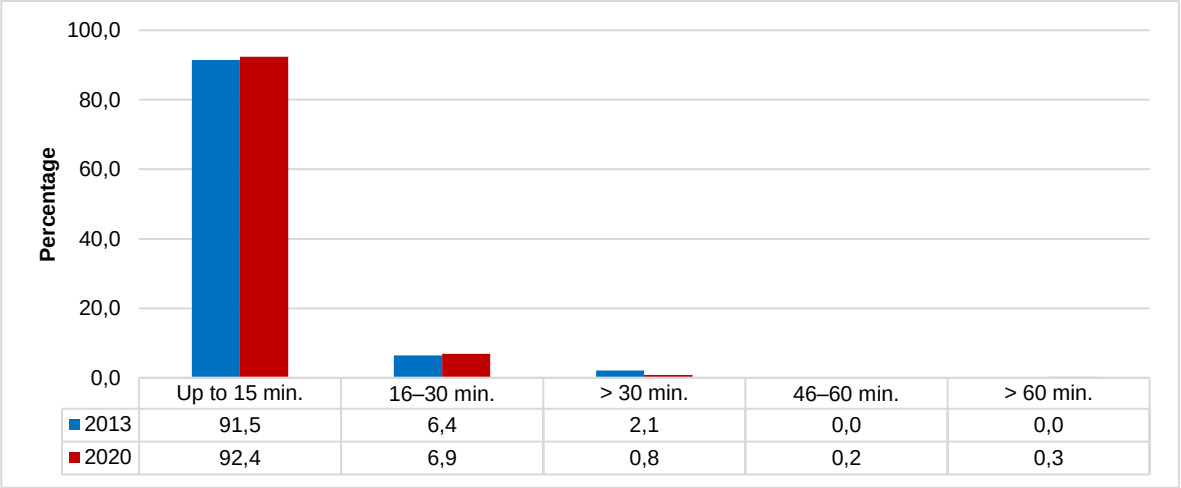
District municipality	Number of learners who walk to their first transport ('000)	Travel time (Per cent within district municipality)					
		Up to 15 min.	16–30 min.	31–45 min.	46–60 min.	> 60 min.	Total
Amajuba	42	96,1	3,2	0,7	*	*	**100,0**
Harry Gwala	46	93,2	6,8	*	*	*	**100,0**
King Cetshwayo	63	94,8	5,2	*	*	*	**100,0**
Ugu	52	93,5	6,5	*	*	*	**100,0**
Umgungundlovu	31	95,9	3,8	*	*	0,3	**100,0**
Umkhanyakude	91	89,2	10,2	0,6	*	*	**100,0**
Umzinyathi	18	89,7	10,3	*	*	*	**100,0**
Uthukela	21	93,5	5,5	1	*	*	**100,0**
Zululand	58	88,5	11,5	*	*	*	**100,0**
eThekwini	139	95,2	4,8	*	*	*	**100,0**
iLembe	25	78,2	8,7	1,7	4,7	6,7	**100,0**
KZN	**586**	**92,4**	**6,9**	**0,3**	**0,2**	**0,3**	**100,0**

Percentages calculated within municipalities.
*Un-weighted number of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

Table 3.13 shows the time learners took to walk to their first transport. About 586 000 learners indicated that they had to walk to their first transport. Nine out of ten learners (92,4%) walked for up to 15 minutes to their first transport, followed by those who walked for about 16–30 minutes at 6,9%. Only 0,3% of learners walked for more than 30 minutes.

Learners in iLembe (6,7%) and uMgungundlovu (0,3%) were more likely to walk for more than 30 minutes to their first transport. Amajuba had the highest proportion of learners (96,1%) that walked for up to 15 minutes to their first transport.

Figure 3.4: Time spent walking to reach the first transport, 2013 and 2020



A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to leave home to attend educational institutions before 07:00 in 2020 than in 2013. According to Figure 3.4, in 2020, 5,7 Per cent of learners left their home after 08:00, while only 3,8 per cent had left their home after 08:00 in 2013.

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

District 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
Amajuba	42	41	97,3	*	*	1	2,7
Harry Gwala	46	46	99,2	*	0,7	*	0,1
King Cetshwayo	63	61	96,9	1	1,8	1	1,2
Ugu	52	49	94,4	3	5,0	*	0,7
Umgungundlovu	31	30	98,0	1	1,7	*	0,4
Umkhanyakude	90	87	96,8	2	2,2	1	1
Umzinyathi	18	17	96,5	1	3,5	*	*
Uthukela	21	21	100,0	*	*	*	*
Zululand	58	57	97,3	*	0,4	1	2,3
eThekwini	139	129	93,2	4	3,1	5	3,7
iLembe	24	24	98,2		1,6	*	0,3
KZN	**584**	**562**	**96,2**	**12**	**2,1**	**10**	**1,7**

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

About 584 000 learners waited for their first transport to arrive in KwaZulu-Natal. It was found that 96,2% of learners waited for the transport for up to 15 minutes, followed by those who waited for 16–30 minutes (2,1%). Only 1,7% of learners waited for more than 30 minutes.

Harry Gwala (99,2%), iLembe (98,2%), Amajuba(97,3%) and Zululand (97,3%) had the highest percentage of learners who waited for up to 15 minutes for their first transport, while uMzinyathi (3,5%), eThekwini (3,1%) and uMkhanyakude (2,2%) had the highest number of people who waited between 16 and 30 minutes.

Figure 3.5: Time spent waiting for the first transport to arrive, 2013 and 2020

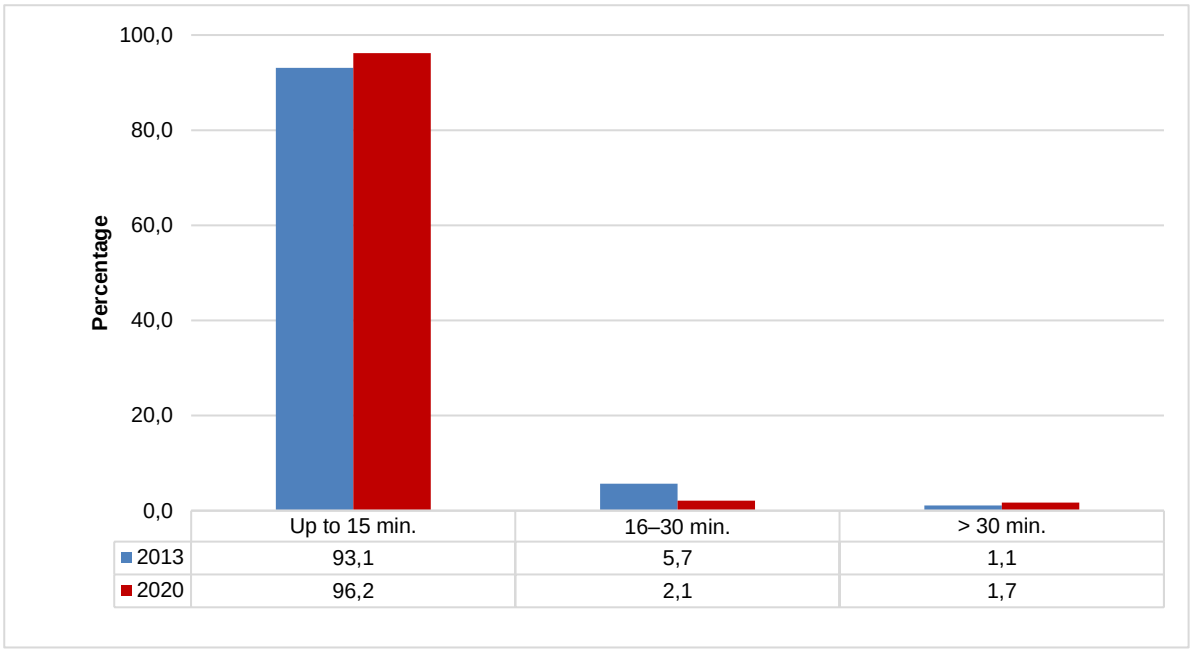


Figure 3.5 shows that the waiting time for the first transport to arrive has slightly improved when compared to 2013. The percentage of learners who waited for more than 15 minutes provincially increased from 93,1% in 2013 to 96,2% in 2020, while those that waited between 16 and 30 minutes decreased from 5,7% in 2013 to 2,1% in 2020.

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

District municipality	Number of persons that walk at the end of the trip (`000)	Walking time (Per cent within district municipality)			Total
		Up to 15 minutes	16–30 minutes	> 31 minutes	
Amajuba	42	99,1	0,9	*	**100,0**
Harry Gwala	46	100,0	*	*	**100,0**
King Cetshwayo	63	97,2	2,4	0,4	**100,0**
Ugu	52	99,3	0,7	*	**100,0**
Umgungundlovu	30	93,5	4,7	1,8	**100,0**
Umkhanyakude	91	100,0	*	*	**100,0**
Umzinyathi	18	99,7	0,3	*	**100,0**
Uthukela	21	99,2	0,8	*	**100,0**
Zululand	58	98,3	1,7	*	**100,0**
eThekwini	133	96,3	3,1	0,6	**100,0**
iLembe	25	100,0	*	*	**100,0**
KZN	**579**	**98,2**	**1,6**	**0,3**	**100,0**

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

Of the 579 000 learners that walked at the end of their trips to reach their educational institutions, 98,2% of them walked up to 15 minutes, while 1,6% walked between 16 and 30 minutes and only 0,3% of learners had to walk for more than 30 minutes. All learners in iLembe , King Cetshwayo and uMkhanyakude walked up to 15 minutes at the end of their trip. Learners in uMgungundlovu were most likely to walk between 16 and 30 minutes and more than 30 minutes (1,8%) to reach their educational institution at the end of their trip.

Figure 3.6: Time spent walking to the educational institution after disembarking from transport used, 2013 and 2020

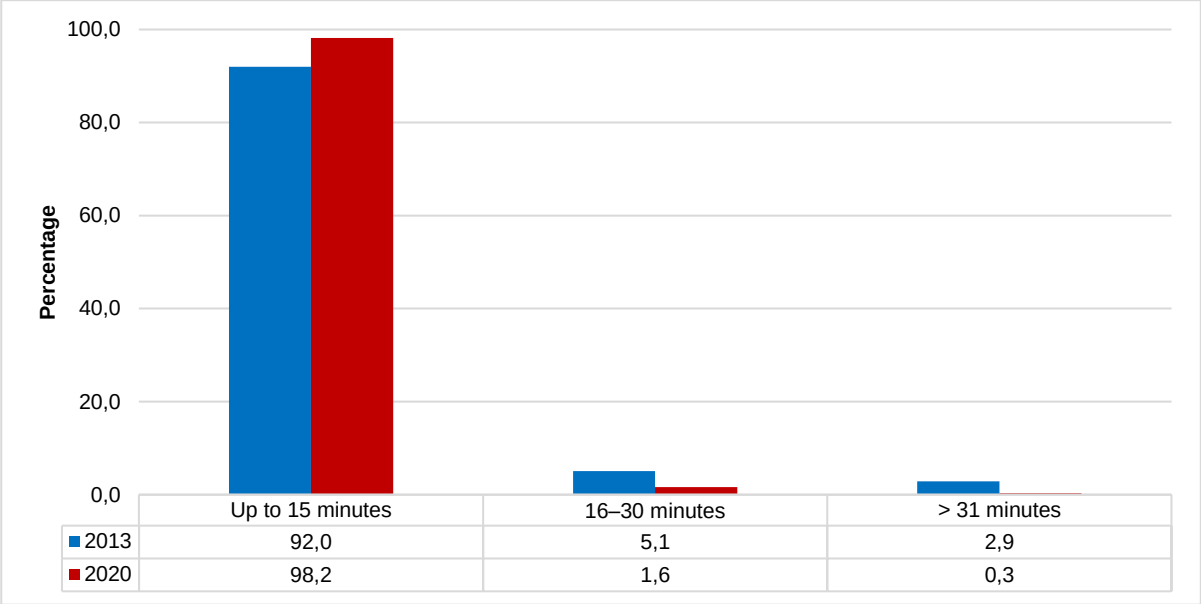


Figure 3.6 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institution after disembarking from their transport to reach their educational institution. In KwaZulu-Natal, there was an increase of individuals who spent up to 15 minutes or more walking to their educational institution after having disembarked from their transport, from 92,0% in 2013 to 98,2% in 2020. All the other travel times after disembarking transport decreased.

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

Mode and time travelled in minutes	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Train												
Mean (minutes)	*	*	*	*	*	*	*	*	*	106	84	**99**
1–30	*	*	*	*	*	*	*	*	*	*	*	*
31–60	*	*	*	*	*	*	*	*	*	*	*	*
61+	*	*	*	*	*	*	*	*	*	100,0	100,0	**100,0**
Total	*	*	*	*	*	*	*	*	*	**100,0**	**100,0**	**100,0**
Bus												
Mean (minutes)	52	62	65	64	56	45	61	69	54	53	47	**55**
1–30	32,1	12,4	21,7	*	9,9	35,8	20,1	7,0	26,2	43,1	56,7	**33,2**
31–60	45	53,2	33,1	69,6	68,9	48,9	34,5	59,5	47,4	25,2	16,1	**35,8**
61+	22,9	34,5	45,2	30,4	21,3	15,3	45,5	33,5	26,4	31,8	27,1	**31**
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**
Taxi												
Mean (minutes)	45	46	47	55	49	41	44	39	47	62	61	**53**
1–30	38	38,6	38,8	28,9	32,9	57,3	49,8	55,0	45,2	24,5	20,5	**33,7**
31–60	38,3	34,9	45,3	41	43,2	34,4	31,1	34,8	35,9	33,7	44,5	**36,4**
61+	23,7	26,6	15,9	30,1	23,9	8,3	19,1	10,2	18,9	41,8	35,0	**29,9**
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**
Car/truck driver												
Mean (minutes)	27	*	51	39	50	20	23	*	30	28	24	**31**
1–30	58,4	*	*	43,4	21,6	100,0	70,4	*	100	73,6	71,6	**65,4**
31–60	41,6	*	100	43,7	64,2	*	29,6	*	*	20,9	28,4	**28,5**
61+	.	*	*	12,8	14,2	*	*	*	*	5,5	*	**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**
Car/truck passenger												
Mean (minutes)	21	42	41	48	40	36	45	29	24	42	42	**40**
1–30	84,1	44,1	51,1	35,8	51,4	60	44,9	66	75,3	49,6	42	**51,9**
31–60	14,4	39,2	34,4	33,4	35	26,1	32	34	18,4	30,7	35,7	**31**
61+	1,5	16,6	14,5	30,8	13,6	13,9	23,1	*	6,2	19,7	22,3	**17,2**
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**
Walking all the way												
Mean (minutes)	27	33	34	42	29	42	37	32	35	32	36	**35**
1–30	76,6	61,4	66,6	43,6	71,7	49,3	61,1	63,6	61,7	71,5	56,7	**62,5**
31–60	20,2	31	25,1	41	23,7	34,5	29,1	30	29,3	23,7	34,1	**28,8**
61+	3,2	7,7	8,3	15,5	4,6	16,2	9,8	6,4	9,0	4,8	9,3	**8,7**
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**

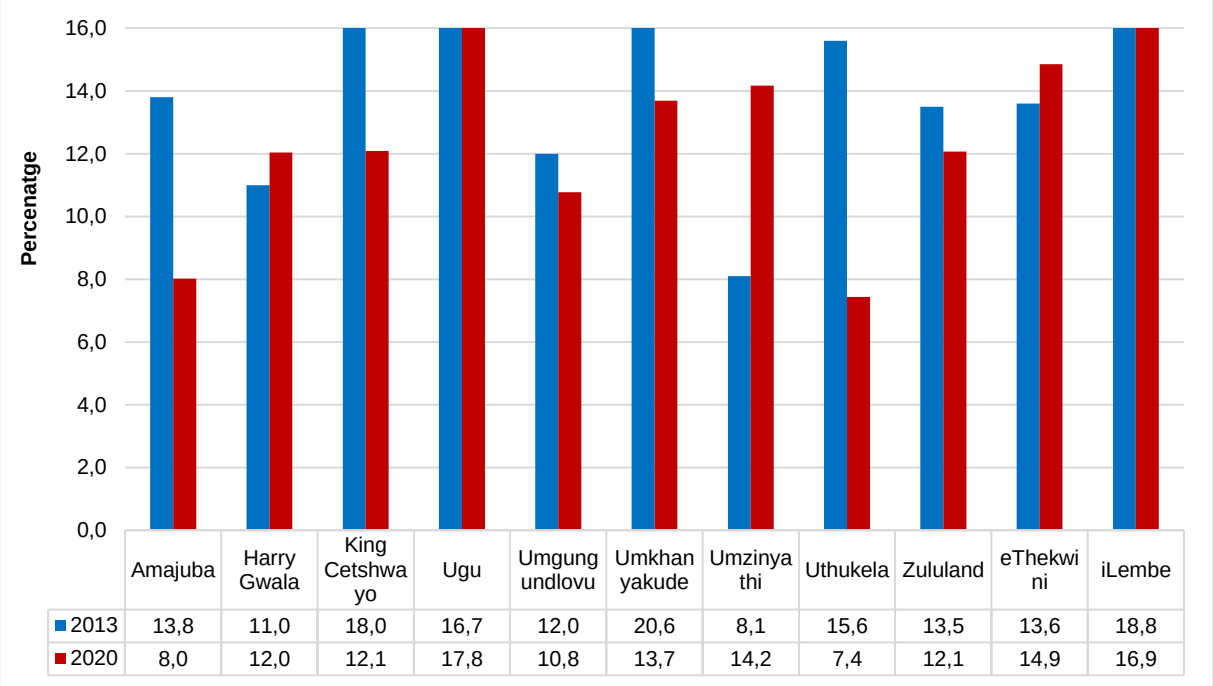
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

In KwaZulu-Natal, learners who used taxis needed on average 53 minutes to get to their educational institutions. About 36,4% needed 31 to 60 minutes, followed by those who needed 1 to 30 minutes (33,7%); 29,9% needed more than 60 minutes as illustrated in Table 3.16.

Learners who were drivers in a car/truck needed 31 minutes on average to get to their educational institution. Ugu , Umgungundlovu and eThekwini had the highest percentage of learners who travelled more than an hour as drivers in a car/truck. Those who were passengers in a car/truck needed more than 40 minutes to get to their educational institution.

Those who walked all the way to their educational institutions needed on average 35 minutes to reach their destination. Notwithstanding, the majority (62,5%) needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (28,8%), while only 8,7% needed more than 60 minutes.

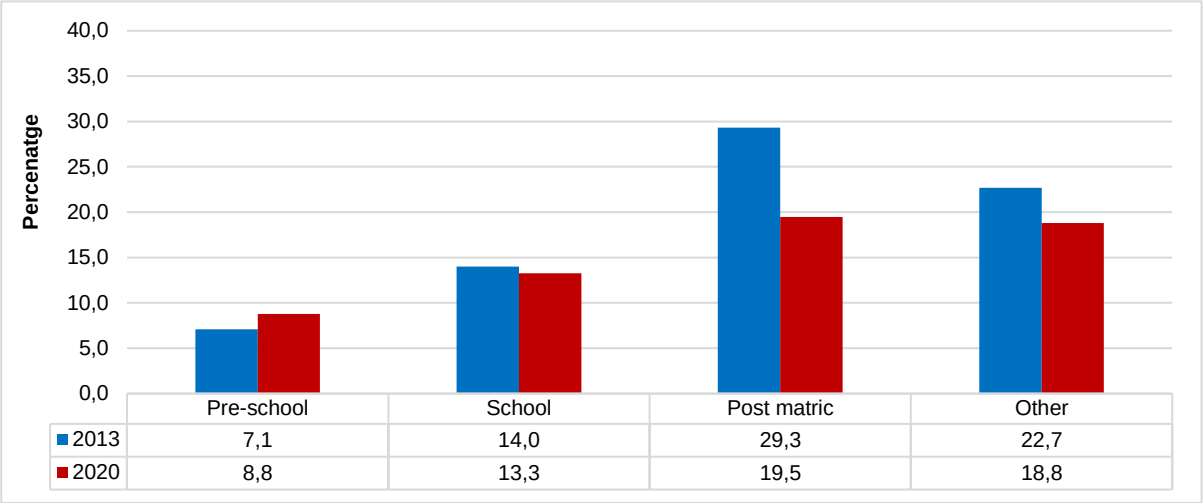
Figure 3.7: Percentage of learners travelling for longer than 60 minutes to their educational institution by district municipality, 2013 and 2020



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe
2013	13,8	11,0	18,0	16,7	12,0	20,6	8,1	15,6	13,5	13,6	18,8
2020	8,0	12,0	12,1	17,8	10,8	13,7	14,2	7,4	12,1	14,9	16,9

Figure 3.7 shows that between 2013 and 2020, the percentage of learners who travelled for longer than 60 minutes to their educational institution increased across many of the district municipalities. The only exceptions were Ugu (+1,1 of a percentage point), uMzinyathi (+6,1 of a percentage point) and eThekwini (+1,3 of a percentage point).

Figure 3.8: Percentage of learners who travel to an educational institution for longer than 60 minutes by educational institution, 2013 and 2020

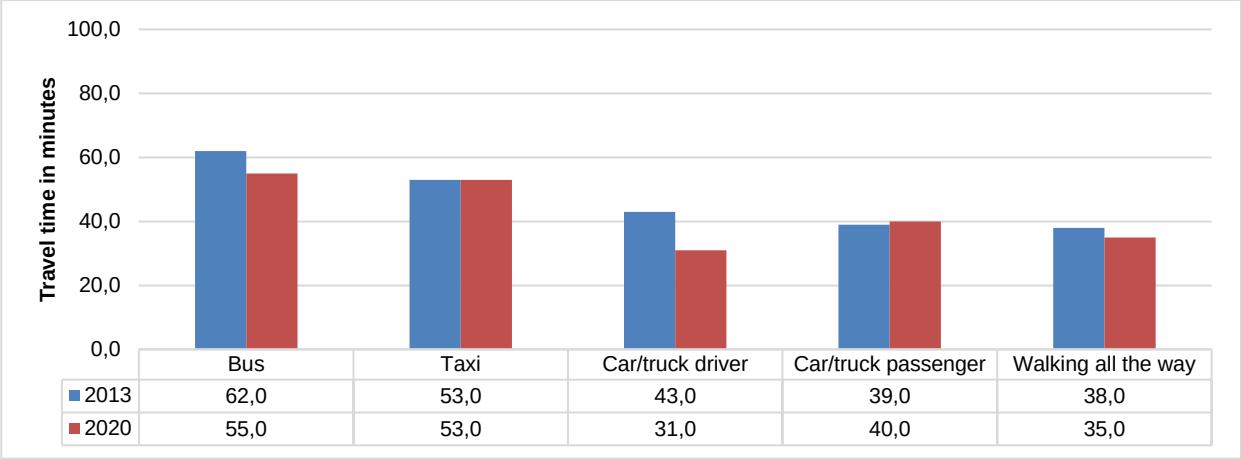


	Pre-school	School	Post matric	Other
2013	7,1	14,0	29,3	22,7
2020	8,8	13,3	19,5	18,8

Figure 3.8 provides information on learners who travelled for longer than 60 minutes to their various educational institutions. Since 2013, there has been a decrease in learners who travelled for longer than 60 minutes to reach all the educational institutions.

In 2020, the highest percentage of learners who travelled for longer than an hour were post-matric learners (19,5%), followed by other (18,8%) and 13,3% of scholars. For tertiary learners, there was a decrease of about nine percentage points from 2013 to 2020.

Figure 3.9: Total time travelled to educational institution by main mode of transport, 2013 and 2020



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	62,0	53,0	43,0	39,0	38,0
2020	55,0	53,0	31,0	40,0	35,0

Figure 3.9 depicts that between 2013 and 2020, the average travel time has decreased across all modes of transport, except for learners who used car/truck as passengers to their educational institution. The biggest decrease is observed among those who travelled by car/truck as driver and bus to reach their destination.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution – bus travellers used 55 minutes to get to their institutions and taxi users travelled 53 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 40 minutes, while those who drove themselves took 31 minutes.

Learners who walked all the way to their educational institution required 35 minutes to arrive at their destination.

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

Mode and monthly payment in rand	District municipality											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Train												
Mean (rand)	*	*	*	*	*	*	*	*	*	210	246	**220**
1–100	*	*	*	*	*	*	*	*	*	*	*	*
101–200	*	*	*	*	*	*	*	*	*	47	*	**33**
200+	*	*	*	*	*	*	*	*	*	53	100,0	**67**
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**
Bus												
Mean (rand)	214	109	178	73	602	112	56	357	116	467	118	**294**
1–100	1,8	*	*	*	3,4	14,9	*	*	*	*	*	**0,6**
101–200	3,4	46,4	8,7	*	27,4	*	23,6	*	33	10,5	49,8	**14,2**
200+	94,8	53,6	91,3	100,0	69,2	85,1	76,4	100,0	67	89,5	50,2	**85,2**
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**
Taxi												
Mean (rand)	374	292	494	628	475	280	301	368	239	490	347	**396**
1–100	4,6	1,8	*	*	3,6	*	0,6	2	4,8	*	1,2	**1,8**
101–200	17,6	27,5	23,9	37,8	13,9	34,9	23,1	52,8	38,6	9,2	36,5	**22,8**
200+	77,7	70,7	76,1	62,2	82,5	65,1	76,3	45,3	56,6	90,8	62,3	**75,4**
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**
Car/bakkie/truck driver												
Mean (rand)	291		2080	998	829	117	520		160	428	1029	**577**
1–100	*	*	*	*	*	*	*	*	*	*	*	*
101–200	*	*	*	*	*	58,1	*	*	100,0	*	*	**4,6**
200+	100,0	*	100,0	100,0	100,0	41,9	100,0	*	*	100,0	100,0	**95,4**
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**
Car/bakkie/truck passenger												
Mean (rand)	75	180	245	166	169	151	200	203	50	326	255	**213**
1–100	3,7	20	2,9	6,6	6,6	22,5	7,7	36,4	*	8,3	*	**11,7**
101–200	46	41,3	43	44,7	19	62,3	50	28,7	100,0	7	30,7	**43,4**
200+	50,3	38,6	54,1	48,6	74,4	15,2	42,3	34,9	*	84,8	69,3	**44,9**
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**

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

Travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in KwaZulu-Natal, with a mean of R577 as indicated in Table 3.17. Car/bakkie/truck passenger was the least expensive mode of travel compared to other modes, with a mean of R213. Travellers using taxis across all districts in the province pay more than R200 per month for transport.

Figure 3.10: Monthly cost of transport to educational institution by main mode of transport, 2013 and 2020

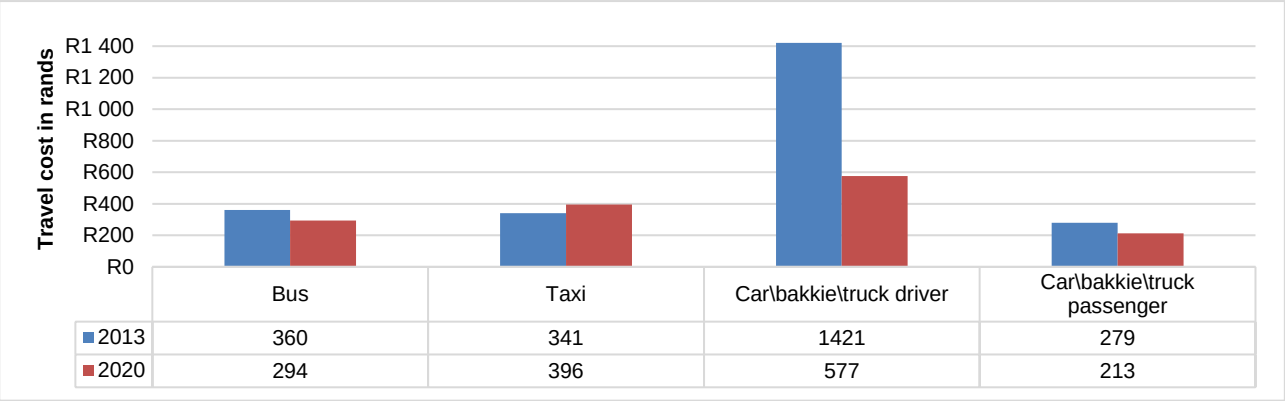


Figure 3.10 shows that overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for taxis. The most significant decrease is observed among those who travelled by car as the driver and passenger.

In 2013 and 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R577 in 2020, followed by taxi transport (R396) and bus (R294). Travelling by car as the passenger was the least expensive mode of travel (R213) compared to all the other modes.

3.4 Summary

Learners in rural areas (62,6%) were more likely to attend an educational institution than urban areas (37,4%). Walking all the way was the primary method used by scholars to reach their school. This pattern is also true for disabled scholars (51,5%). The results indicate that provincially, the vast majority of learners were attending classes (97,0%) rather than being taught through distance learning (3,0%). eThekwini counted the largest percentage of both learners who attended classes and distance learning at 27,6% and 44,1%, respectively.

Out of 3,4 million learners, more than half (2 million) of them walked all the way to their educational institutions, followed by those who used car/truck passengers (571 000) and those who used taxis (454 000). Learners most likely to use buses were in eThekwini (9,9%), followed by King Cetshwayo (7,7%) and Umzinyathi (7,1%).

From 2013 to 2020, a comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to depart before 07:00 in 2020 than in 2013. In 2020, 5,7% of learners left their home after 08:00, while only 3,8% had left their home after 08:00 in 2013.

4. Work-related travel patterns

4.1 Introduction

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

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

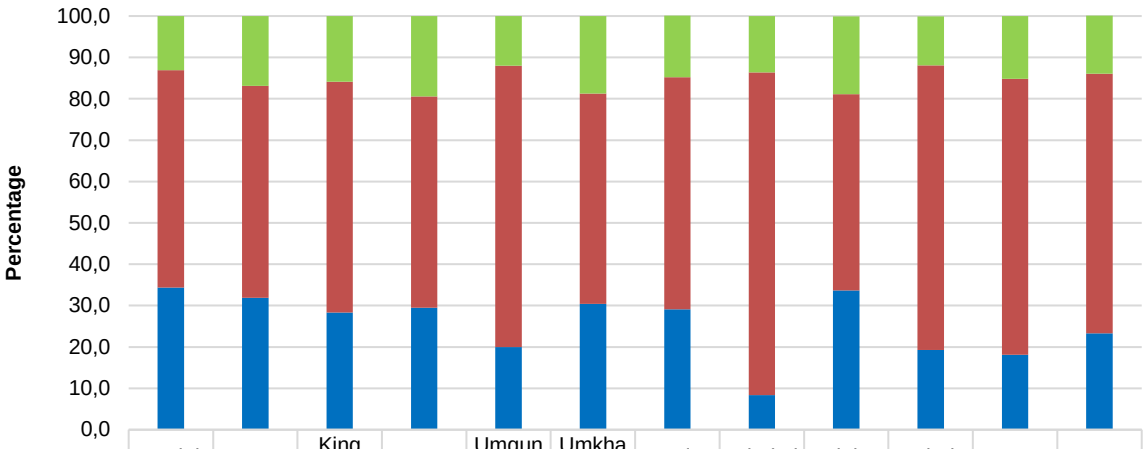
		District municipality											
Indicator		**Amajuba**	**Harry Gwala**	**King Cetshwayo**	**Ugu**	**Umgungundlovu**	**Umkhanyakude**	**Umzinyathi**	**Uthukela**	**Zululand**	**eThekwini**	**iLembe**	**KZN**
Worker status													
Worker	Number	144	93	202	197	271	124	52	78	129	1 172	129	**2 591**
	Per cent	5,6	3,6	7,8	7,6	10,5	4,8	2,0	3,0	5,0	45,2	5,0	**100**
Disabled	Number	6	11	17	27	20	25	8	5	12	113	8	**253**
	Per cent	2,5	4,4	6,9	10,8	8,0	9,8	3,2	2,0	4,7	44,6	3,2	**100,0**
Geographic location													
Urban	Number	85	31	59	55	186	13	21	33	34	981	77	**1 575**
	Per cent	5,4	2	3,7	3,5	11,8	0,8	1,3	2,1	2,2	62,3	4,9	**100,0**
Rural	Number	59	62	143	142	86	111	30	45	95	191	51	**1 016**
	Per cent	5,8	6,1	14,1	13,9	8,4	10,9	3	4,4	9,4	18,8	5	**100,0**
Household income quintiles													
Quintile 1 (lowest income quintile)	Number	7	2	26	48	121	11	12	7	17	375	30	**655**
	Per cent	1	0,3	3,9	7,3	18,5	1,7	1,9	1	2,6	57,2	4,5	**100,0**
Quintile 2	Number	19	21	31	44	44	34	13	21	32	131	22	**411**
	Per cent	4,5	5	7,4	10,8	10,8	8,2	3,1	5,1	7,7	31,9	5,4	**100,0**
Quintile 3	Number	33	23	41	44	32	31	12	23	24	182	20	**466**
	Per cent	7,1	5	8,7	9,5	6,8	6,7	2,6	4,8	5,1	39,1	4,4	**100,0**
Quintile 4	Number	36	26	52	32	34	26	8	17	31	176	31	**469**
	Per cent	7,7	5,5	11	6,9	7,3	5,6	1,7	3,7	6,6	37,5	6,6	**100,0**
Quintile 5 (highest income quintile)	Number	49	21	53	28	40	22	6	10	26	308	26	**590**
	Per cent	8,4	3,6	9	4,7	6,8	3,7	1,1	1,7	4,4	52,2	4,3	**100,0**

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

Nearly half of the workers in the province stay in eThekwini (45,2%) as indicated in Table 4.1. The lowest percentage of workers were found in uMzinyathi (2,0%). Of the 253 000 workers with disabilities in KwaZulu-Natal, 44,6% were in eThekwini and only 2,0% in uThukela.

There are roughly more than 1,6 million workers in urban areas and one million in rural areas. The vast majority of workers in urban areas are in eThekwini (62,3%), while those in rural areas are mostly evenly spread with a small majority found in eThekwini (18,8%).

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
1–4 days	13,1	16,9	15,9	19,4	12,0	18,7	14,9	13,6	18,8	11,8	15,2	14,0
5 days	52,5	51,2	55,8	51,1	68,0	50,9	56,1	78,0	47,4	68,8	66,7	62,8
6+ days	34,4	31,9	28,3	29,5	20,0	30,4	29,1	8,4	33,7	19,3	18,1	23,3

Percentages calculated within district municipalities

Figure 4.1 indicates that most workers in KwaZulu-Natal worked for five days a week. About 63,0% of workers mentioned that they worked for five days a week, followed by 23,3% who worked for six days; 14,0% worked for less than five days.

More than three-quarters (78,0%) of workers in uThukela worked for five days a week, followed by 68,8% in eThekwini and 68,0% in uMgungundlovu. The lowest percentages of workers who worked for five days per week were found in uMkhanyakude (50,9%), Ugu DM (51,1%) and Harry Gwala (51,2%). Workers in Zululand (33,7%) and Amajuba (34,4%) were more likely to work for six days and more per week.

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

District municipality	Statistics (numbers in thousands)	Days worked (Per cent within province)			Total
		1–4 days	5 days	6+ days	
Amajuba	Number	18	73	48	**140**
	Per cent	13,1	52,5	34,4	**100,0**
Harry Gwala	Number	15	46	29	**89**
	Per cent	16,9	51,2	31,9	**100,0**
King Cetshwayo	Number	30	107	54	**192**
	Per cent	15,9	55,8	28,3	**100,0**
Ugu	Number	37	98	56	**191**
	Per cent	19,4	51,1	29,5	**100,0**
Umgungundlovu	Number	31	177	52	**260**
	Per cent	12,0	68,0	20,0	**100,0**
Umkhanyakude	Number	22	59	35	**117**
	Per cent	18,7	50,9	30,4	**100,0**
Umzinyathi	Number	7	28	14	**50**
	Per cent	14,9	56,1	29,1	**100,0**
Uthukela	Number	10	56	6	**72**
	Per cent	13,6	78	8,4	**100,0**
Zululand	Number	22	56	40	**118**
	Per cent	18,8	47,4	33,7	**100,0**
eThekwini	Number	130	755	212	**1 098**
	Per cent	11,8	68,8	19,3	**100,0**
iLembe	Number	17	76	21	**114**
	Per cent	15,2	66,7	18,1	**100,0**
KZN	**Number**	**341**	**1 531**	**568**	**2 440**
	Per cent	**14,0**	**62,8**	**23,3**	**100,0**
Geographic location					
Urban	Number	160	1 020	310	**1 490**
	Per cent	10,7	68,4	20,8	**100,0**
Rural	Number	181	511	258	**949**
	Per cent	19,0	53,8	27,1	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

Across all geographical locations, the majority of workers travelled to their workplace five days per week. Workers in the rural areas (27,1%) were more likely to work for 6 days or more per week compared to those in urban areas.

4.2 Modes of travel to work

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

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

Indicator		Mode of travel							KZN
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	22	115	637	654	177	387	16	**2 008**
	Per cent	1,1	5,7	31,7	32,6	8,8	19,3	0,8	**100,0**
Disabled worker	Number	1	15	51	62	14	43	1	**188**
	Per cent	0,7	8,2	27,3	33,0	7,5	22,7	0,6	**100,0**
Province									
Amajuba	Number	*	16	32	33	8	27	2	**118**
	Per cent	*	13,2	27,4	28,0	6,4	23,2	1,7	**100,0**
Harry Gwala	Number	*		16	12	6	41		**77**
	Per cent	*	0,5	21,3	15,9	7,9	53,7	0,6	**100,0**
King Cetshwayo	Number	*	32	31	49	14	33	1	**161**
	Per cent	*	19,8	19,4	30,6	8,8	20,7	0,7	**100,0**
Ugu	Number	*	6	47	36	20	38	2	**150**
	Per cent	*	4,0	31,3	24,1	13,4	25,6	1,6	**100,0**
Umgungundlovu	Number	*	6	70	88	19	43	3	**229**
	Per cent	*	2,6	30,5	38,5	8,2	19,0	1,2	**100,0**
Umkhanyakude	Number	*	1	16	20	20	42		**99**
	Per cent	*	1	15,8	20,1	20	42,6	0,4	**100,0**
Umzinyathi	Number	*		7	11	5	17		**41**
	Per cent	*	0,4	18,0	26,8	11,7	42,3	0,8	**100,0**
Uthukela	Number	*	7	23	11	3	18		**61**
	Per cent	*	10,8	37,2	17,8	4,7	29,0	0,5	**100**
Zululand	Number	*	9	20	20	10	40	2	**100**
	Per cent	*	8,8	19,7	19,6	9,8	39,7	2,4	**100,0**
eThekwini	Number	18	37	343	344	64	65	4	**875**
	Per cent	2,1	4,3	39,2	39,3	7,3	7,4	0,4	**100,0**
iLembe	Number	3	1	31	29	9	21	1	**96**
	Per cent	3,6	1,5	32,6	30,2	9,6	21,9	0,6	**100,0**
KZN	**Number**	**22**	**115**	**637**	**654**	**177**	**387**	**16**	**2 008**
	Per cent	**1,1**	**5,7**	**31,7**	**32,6**	**8,8**	**19,3**	**0,8**	**100**
Geographic location									
Urban	Number	20	50	386	522	109	141	5	**1 234**
	Per cent	1,7	4,1	31,3	42,3	8,8	11,4	0,4	**100,0**
Rural	Number	2	65	251	132	68	246	11	**774**
	Per cent	0,2	8,4	32,4	17,0	8,8	31,8	1,4	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	8	10	112	251	44	57	2	**484**
	Per cent	1,6	2,0	23,2	52,0	9,0	11,8	0,4	**100,0**
Quintile 2	Number	4	18	93	44	20	112	5	**294**
	Per cent	1,2	6,0	31,5	14,8	6,8	38,1	1,5	**100,0**
Quintile 3	Number	6	33	155	37	31	95	4	**362**
	Per cent	1,6	9,2	42,9	10,2	8,7	26,2	1,1	**100,0**
Quintile 4	Number	4	33	156	69	37	80	3	**381**
	Per cent	1,0	8,6	41,0	18,0	9,8	21,0	0,7	**100,0**
Quintile 5 (highest income quintile)	Number	1	22	120	253	45	43	3	**487**
	Per cent	0,3	4,5	24,7	52,0	9,1	8,8	0,6	**100,0**

The totals used to calculate percentages excluded unspecified cases.

The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.

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

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

According to Table 4.3, public transport was used by a significant percentage of workers (38,5%), while 41,4% used private transport and 19,3% walked all the way. Of those who used public transport, 31,7% used taxis, followed by 5,7% that used buses as the main mode of travel. More than a quarter of workers (32,6%) used cars/bakkies as drivers.

eThekwini Municipality had the highest percentage of workers who drove cars/bakkies (39,3%) and workers who were most likely to use taxis as a main mode of transport (39,2%). Also, uThukela (37,2%) had workers who were more likely to use taxis to work, followed by workers in iLembe (32,6%). Buses were commonly used in King Cetshwayo (19,8%).

Workers in the urban areas (1,7%) were more likely to use trains compared to their rural counterparts. On the other hand, rural areas (31,8%) had the highest percentage of workers who walked all the way to their place of work. The table further shows that a significant percentage of workers in urban areas (42,3%) drove cars/bakkies to work, while only 17,0% in rural areas drove cars/bakkies.

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

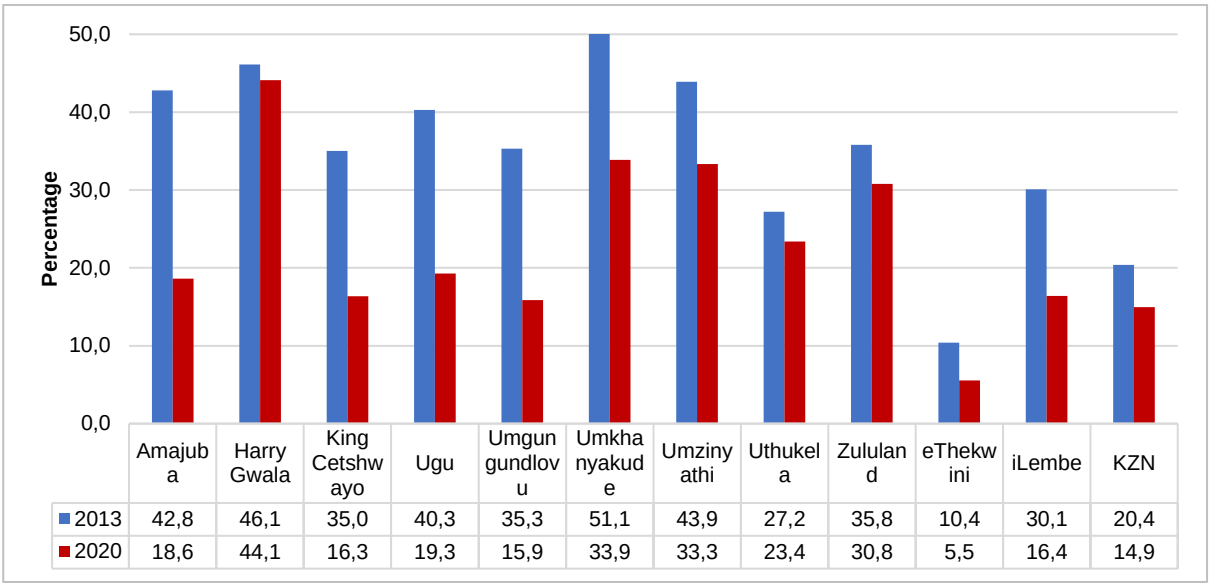
2013	Total number of trips ('000)			
District municipality	**Train**	**Bus**	**Taxi**	**KZN**
Amajuba	*	6	3	**9**
Harry Gwala	*	*	13	**13**
King Cetshwayo	*	7	10	**18**
Ugu	*	1	17	**19**
Umgungundlovu	*	6	19	**26**
Umkhanyakude	*	3	11	**14**
Umzinyathi	*	0	7	**8**
Uthukela	*	3	47	**50**
Zululand	*	11	22	**33**
eThekwini	58	79	435	**572**
iLembe	*	*	32	**32**
KZN	**65**	**155**	**805**	**1 026**
Per cent of all public transport trips	6,4	15,1	78,5	**100**
2020				
Amajuba	*	15	32	**47**
Harry Gwala	*	0	16	**16**
King Cetshwayo	*	31	31	**63**
Ugu	*	6	46	**52**
Umgungundlovu	*	5	70	**76**
Umkhanyakude	*	0	15	**16**
Umzinyathi	*	0	7	**7**
Uthukela	*	6	22	**29**
Zululand	*	8	19	**28**
eThekwini	18	37	343	**398**
iLembe	3	1	31	**36**
KZN	**21**	**115**	**636**	**774**
Per cent of all public transport trips	2,8	14,9	82,3	100

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

Table 4.4 describes the total number of trips workers undertook to work using public transport. A total of 774 000 trips were made by workers in KwaZulu-Natal using public transport to travel to work. Slightly more

than eighty per cent of workers in the province used taxis (82,3%), a significant increase from 2013 (78,5%), followed by those who used buses (14,9%) and those who used trains (2,8%).

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	42,8	46,1	35,0	40,3	35,3	51,1	43,9	27,2	35,8	10,4	30,1	20,4
2020	18,6	44,1	16,3	19,3	15,9	33,9	33,3	23,4	30,8	5,5	16,4	14,9

Percentages calculated within district municipalities

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipality. The proportion of workers who walked all the way to work decreased from 20,4% in 2013 to 14,9% in 2020. In 2013, 'walking all the way' was more likely to occur in uMkhanyakude (51,1%) than anywhere else in the province; in 2020, workers in Harry Gwala were more likely to walk than workers of other district municipalities (44,1%). Less than six percent of workers in eThekwini (5,5%) walked all the way to work.

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

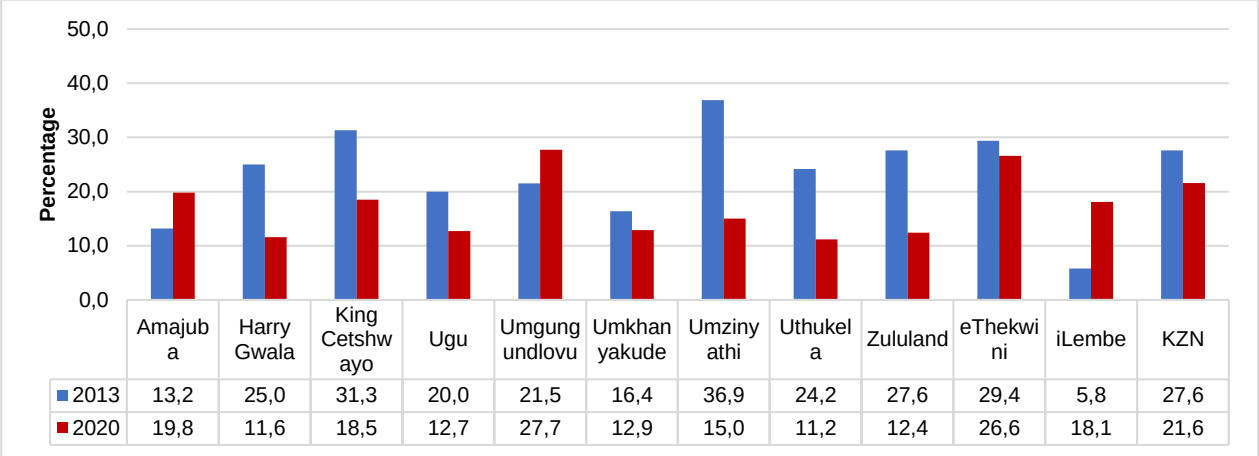
District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality	Number (`000)	Per cent within KZN	Per cent within district municipality
Amajuba	27	7,1	19,0	1	6,7	0,4	29	5,1	19,8	2	6,3	1,5
Harry Gwala	41	10,7	44,5	*	4,8	0,5	11	1,9	11,6	9	25,1	9,4
King Cetshwayo	33	8,6	16,5	1	12	0,6	37	6,7	18,5	1	1,9	0,3
Ugu	38	9,9	19,5	*	3,7	0,2	25	4,4	12,7	2	6	1,1
Umgungundlovu	43	11,2	16,0	2	16,4	0,6	75	13,4	27,7	1	2,2	0,3
Umkhanyakude	42	10,9	34,0	*	4,8	0,4	16	2,9	12,9	4	12	3,4
Umzinyathi	17	4,5	33,8	*	3,4	0,6	8	1,4	15	*	1,4	0,9
Uthukela	18	4,6	22,7	*	3,4	0,4	9	1,6	11,2	2	4,5	2,0
Zululand	40	10,3	30,7	1	6,7	0,5	16	2,9	12,4	1	2,2	0,6
eThekwini	65	16,8	5,5	4	38,2	0,3	312	55,6	26,6	12	35,8	1,1
iLembe	21	5,5	16,4	*	*	*	23	4,1	18,1	1	2,7	0,7
KZN	**387**	**100**	**14,9**	**9**	**100**	**0,4**	**560**	**100**	**21,6**	**35**	**100**	**1,3**
Geographic location												
Urban	141	36,4	9	3	28,8	0,2	456	81,4	29	18	51,7	1,1
Rural	246	63,6	24,2	7	71,2	0,7	104	18,6	10,3	17	48,3	1,7

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

In KwaZulu-Natal, 560 000 drove all the way to work, 387 000 workers walked, 35 000 hitchhiked and only 9 000 cycled all the way to work. The highest percentage of workers who walked all the way to work were from eThekwini (16,8%), followed by uMgungundlovu (11,2%). uMzinyathi (4,5%), uThukela (4,6%) and iLembe (5,5%) 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.Workers who live in urban areas tend to drive all the way to work.

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



Percentages calculated within district municipalities

Figure 4.3 shows a decrease among workers who walked all the way to their workplace (from 27,6% in 2013 to 21,6% in 2020). The largest decreases between 2013 and 2020 were observed in uMzinyathi (-21,9 percentage points), Zululand (-15,2 percentage points) and uThukela (-13 percentage points).

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

Main reasons for walking all the way	Statistics (numbers in '000)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	10	18	**28**
	Per cent	7,4	7,1	**7,2**
Public transport too expensive	Number	18	18	**36**
	Per cent	12,8	7,3	**9,3**
Public transport not available	Number	3	11	**14**
	Per cent	2,2	4,4	**3,6**
No public transport available at specific times	Number	1	4	**4**
	Per cent	0,5	1,6	**1,2**
Public transport is not enough	Number	*	2	**2**
	Per cent	*	0,6	**0,5**
No transport	Number	2	7	**9**
	Per cent	1,4	3,0	**2,4**
Nearby/close enough to walk	Number	102	182	**284**
	Per cent	72,4%	74,0%	**73,4**
Health reasons/exercising	Number	*	*	**1**
	Per cent	*	*	**0,2**
Other	Number	4	5	**9**
	Per cent	2,8	1,9	**2,2**
Total	**Number**	**141**	**246**	**387**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (73,4%). This reason was more likely to be given by workers in rural areas (74,0%) than workers in urban areas (72,4%). Almost one-tenth of workers indicated that public transport was too expensive (9,3%); this reason was most likely to be given in urban areas (12,8%).

The third most common reason was that it was by choice to walk all the way to work (7,2 %). It is noticeable that urban workers were more likely to offer this as a reason than rural workers (7,4 %compared to 7,1% cent).

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

Main reasons for cycling all the way	Statistics (numbers in '000)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	2	3	**4**
	Per cent	60,9	42,5	**47,8**
Public transport: Too expensive/not available/not enough	Number		2	**2**
	Per cent	11,9	31,5	**25,9**
Nearby/close enough to cycle	Number	*	1	**1**
	Per cent	*	19,2	**13,6**
Health reasons/exercising	Number	*	*	*
	Per cent	*	*	*
Other	Number	*		**1**
	Per cent	*	6,8	**8,5**
Total	**Number**	**3**	**7**	**9**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that 47,8% of workers said it was by choice that they cycled all the way to their destination, followed by those who said public transport is too expensive/not available/not enough (25,9%), and by those who indicated that it was nearby/close enough to cycle (13,6%).

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

Main reasons for driving all the way	Statistics (numbers in '000)	Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	82	36	**118**
	Per cent	51,9	56,8	**53,3**
To drop/pick up passengers on his/her way to work	Number	44	14	**58**
	Per cent	27,7	22,7	**26,3**
To drop/pick up passengers on his/her way back home	Number	24	9	**33**
	Per cent	15,3	14,4	**15,0**
To pick up lift-club members	Number	4	2	**6**
	Per cent	2,8	3,1	**2,9**
Other	Number	4	2	**6**
	Per cent	2,3	3,1	**2,5**
Total	**Number**	**158**	**63**	**222**
	Per cent	**100,0**	**100,0**	**100,0**

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

Provincially, 53,3% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 26,3% who had to pick up or drop passengers off on their way to work. This was more prominent in urban areas (27,7%) than in rural areas (22,7%). The results further show 15,3% of workers use their cars to pick up or drop passengers off on their way to back home.

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

Main reasons for hitchhiking all the way	Statistics (numbers in '000)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	1	2	**3**
	Per cent	8,3	9,0	**8,6**
Public transport too expensive/not available/not enough	Number	5	8	**13**
	Per cent	28,6	47,8	**37,9**
No transport	Number	1	1	**1**
	Per cent	2,9	5,3	**4,1**
Nearby/close enough to hitchhike	Number	*	2	**2**
	Per cent	*	10,0	**5,4**
No transport money	Number	*	*	*
	Per cent	*	*	*
It is cheaper/reasonable/free of charge	Number	7	3	**10**
	Per cent	40,2	15,6	**28,3**
Other	Number	3	2	**5**
	Per cent	18,9	10,8	**15**
Total	**Number**	**18**	**17**	**35**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than one-third (37,9%) of workers cited public transport as being too expensive or not available as the main reason for hitchhiking all the way to work. In comparison, 28,3% hitchhiked to their respective place of work mainly because it is cheaper/reasonable/free of charge. Rural workers (9,0%) were more likely to cite it was by choice for hitchhiking to work than urban workers (8,3%).

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

Province	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within KZN
Amajuba	59	3	4,5	**2,6**
Harry Gwala	16	*	2,5	**0,4**
King Cetshwayo	89	7	7,5	**6,5**
Ugu	84	7	7,8	**6,5**
Umgungundlovu	108	5	5,1	**5,4**
Umkhanyakude	36	3	7,0	**2,5**
Umzinyathi	15	1	8,5	**1,3**
Uthukela	33	3	8,0	**2,6**
Zululand	43	10	23,7	**10**
eThekwini	483	59	12,3	**58,8**
iLembe	51	3	6,7	**3,4**
KZN	**1 017**	**101**	**9,9**	**100,0**

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

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. A little over one million workers in KwaZulu-Natal indicated that they had to connect at least once when going to work. More than half of all the workers in the province who changed transport worked in eThekwini (58,8%). Within district municipalities, workers in Zululand (23,7%), eThekwini (12,3%),and uMzinyathi (8,5%) were more likely to change transport.

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

Main mode of travel	Statistics (numbers in '000)	Changed transport		Total
		Yes	No	
Train	Number	8	14	**22**
	Per cent	35,7	64,3	**100,0**
Bus	Number	16	99	**115**
	Per cent	13,8	86,2	**100,0**
Taxi	Number	67	570	**637**
	Per cent	10,5	89,5	**100,0**
Total	**Number**	**90**	**684**	**774**
	Per cent	**11,7**	**88,3**	**100,0**

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

Table 4.11 reveals that the need to transfer affects train users more than other users. Of the public transport users (774 000) who mentioned that they changed transport on the way to their work, 88,3% did not change transport while 11,7% had to change transport. Of those who changed transport, most workers were train passengers (35,7%), followed by 13,8% of those using buses and 10,5% of taxi users.

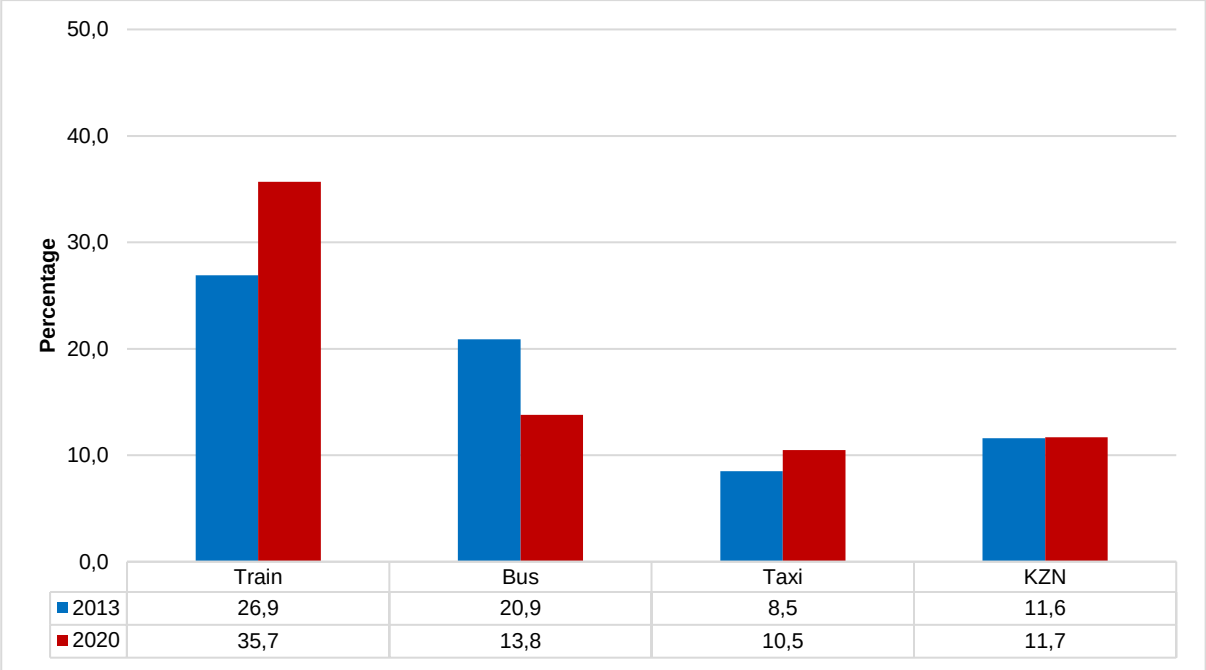
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in '000)	No. of transfers (Per cent of trips)			Total
		1	2	3	
Train	Number	8		*	**8**
	Per cent	97,3	2,7	*	**100,0**
Bus	Number	15	1	*	**16**
	Per cent	94,9	5,1	*	**100,0**
Taxi	Number	64	3		**67**
	Per cent	96,2	3,8	0,1	**100,0**
Total	**Number**	**87**	**4**		**90**
	Per cent	**96,0**	**3,9**	**0,0**	**100,0**

Percentages calculated within mode of travel
Totals used excluded unspecified cases

Table 4.12 represents the number of transfers made by public transport users. Bus and taxi users recorded the highest percentage of workers who had to make two or three changes on their way to work (5,1% and 3,8%, respectively), followed by train users (2,7%).

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



Percentages calculated within mode of travel

Figure 4.4 shows that in KZN, there was a slight increase in the percentage of public transport users who made at least one transfer (from 11,6% in 2013 to 11,7% in 2020). A significant increase is observed among those who used train as mode of transport (from 26,9% in 2013 to 35,7% in 2020). On the other hand, the percentage of those who use bus decreased from 20,9% in 2013 to 13,8% in 2020. In both years train users were the most likely of all public transport users to make one or more transfer during their journey to work.

Table 4.13: Percentage of work trips by district municipality of origin and province of destination, 2020

District municipality of origin	Province of destination									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Amajuba		*		0,2	99,2		*	0,6	*	**100,0**
Harry Gwala		0,7		*	99,3		*	*	*	**100,0**
King Cetshwayo		*		*	99,7		0,3	*	*	**100,0**
Ugu		1,4		*	98,6		*	*	*	**100,0**
Umgungundlovu		*		*	100		*	*	*	**100,0**
Umkhanyakude		*		*	99,1		0,9	*	*	**100,0**
Umzinyathi		*		*	100		*	*	*	**100,0**
Uthukela		*		*	100		*	*	*	**100,0**
Zululand		*		*	100		*	*	*	**100,0**
eThekwini		*		*	100		*	*	*	**100,0**
KZN		*		*	**100**		*	*	*	**100,0**

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

Table 4.13 shows the percentage of work trips by the district of origin and province of destination, and it shows that almost all the work trips undertaken were within the KwaZulu-Natal province. The results also show that the province which was mostly to attracted work trips from Ugu and Harry Gwala was Eastern Cape at 1,4% and 0,7%, respectively.

4.3 Departure, waiting, arrival and total travel times

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

Table 4.14: Time workers leave for work by district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (Per cent of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Amajuba	118	28,3	16,8	21,9	24,6	8,4	**100,0**
Harry Gwala	77	20,1	12,2	23,6	39	5,2	**100,0**
King Cetshwayo	161	34,7	21,7	17,3	18,4	7,8	**100,0**
Ugu	150	25,5	15,6	24	30,8	4,1	**100,0**
Umgungundlovu	229	22,5	22,4	22,4	28,3	4,4	**100,0**
Umkhanyakude	99	22,2	19,1	21,9	27,7	9,1	**100,0**
Umzinyathi	41	15,8	17,8	16,9	35,5	14	**100,0**
Uthukela	61	15,2	17,9	23	35,8	8,1	**100,0**
Zululand	100	21	15,1	26,4	25,8	11,7	**100,0**
eThekwini	875	26,3	16,8	15,1	24,6	17,2	**100,0**
iLembe	96	24	23,5	19,6	28,3	4,6	**100,0**
KZN	**2 008**	**25,2**	**18,0**	**18,9**	**26,5**	**11,4**	**100,0**
Geographic location							
Urban	1 234	20,9	17,8	18,2	30,8	12,3	**100,0**
Rural	774	32,2	18,2	20,1	19,6	9,9	**100,0**

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

More than a quarter (26,5%) of workers left for work between 7:00 and 7:59 as described in Table 4.14. This was followed by 25,2% of workers who left their place of residence before 6:00 in the morning. Only 11,4% of workers left at 8:00 or later in the morning.

uThukela (35,8%) and uMzinyathi (35,5%) had the highest proportion of workers who left home between 07:00 and 07:59 for their place of work. Workers in King Cetshwayo (34,7%) and Amajuba (28,3%) 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 eThekwini (17,2%) and Zululand (11,7%).

The highest percentage of workers in urban areas (30,8%) left their place of residence between 07:00 and 07:59 to work. However, rural workers (32,2%) tended to travel before 06:00 in the morning to work.

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

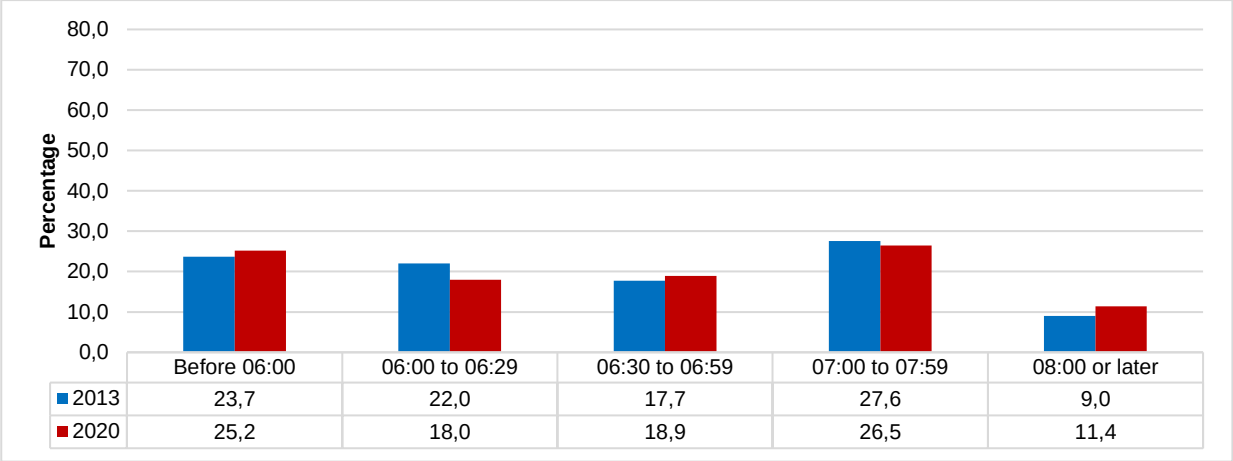


Figure 4.5 shows that the incidence of early starting times was lower in 2020 than in 2013. About sixty-two per cent of workers left their home before 07:00 in 2020 compared to 63,4% in 2013. The number of those who left after 08:00 has increased from 9.0% in 2013 to 11,4% in 2020.

Table 4.15: Number of workers by arrival time at place of work and district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (Per cent of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Amajuba	118	6,7	11,0	22,2	45,4	14,7	**100,0**
Harry Gwala	77	11,2	2,7	27,9	47,2	11,0	**100,0**
King Cetshwayo	161	16,9	5,2	26,3	39,0	12,6	**100,0**
Ugu	150	12,3	3,7	18,2	48,7	17,1	**100,0**
Umgungundlovu	229	14,4	4,2	29,4	42,6	9,5	**100,0**
Umkhanyakude	99	10,3	6,1	19,3	46,2	18,1	**100,0**
Umzinyathi	41	7,7	5,8	17,2	50,0	19,3	**100,0**
Uthukela	61	8,4	1,5	22,9	50,7	16,5	**100,0**
Zululand	100	10,4	11,0	17,1	44,4	17,2	**100,0**
eThekwini	875	11,1	3,8	14,5	39,5	31,1	**100,0**
iLembe	96	9,9	3,8	18,9	53	14,3	**100,0**
KZN	**2 008**	**11,5**	**4,8**	**19,3**	**42,9**	**21,5**	**100,0**
Geographic location							
Urban	1 234	10,4	3,3	17,5	44,4	24,3	**100,0**
Rural	774	13,2	7,1	22,1	40,5	17,1	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

Table 4.15 indicates the arrival time of workers at their place of work. In KwaZulu-Natal, more than 42% of the workers' arrival time was from 07:00 to 07:59 (42,9%) in the morning, followed by almost a quarter who arrived at 08:00 or later (21,5%) and 19,3% arrived between 06:30 and 06:59.

Irrespective of geographic locations, most workers reached their workplace between 07:00 and 07:59 in the mornings. Notwithstanding, significantly more workers in urban areas reached their places of work at 08:00 or later in the morning (24,3%).

Table 4.16: Workers by district municipality and walking time to the first public transport, 2020

District municipality	Number of workers who walked to first public transport ('000)	Walking time (Per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Amajuba	44	64,3	20,6	7,1	8,0	**100,0**
Harry Gwala	16	44,3	33,9	7,8	14,0	**100,0**
King Cetshwayo	66	45,6	23,2	13,8	17,4	**100,0**
Ugu	56	43,4	23,4	19,3	13,9	**100,0**
Umgungundlovu	47	63,0	19,4	7,7	9,8	**100,0**
Umkhanyakude	22	35,2	28,3	15,0	21,5	**100,0**
Umzinyathi	5	27,8	32,8	14,5	24,9	**100,0**
Uthukela	25	52,3	29,6	10,2	7,8	**100,0**
Zululand	28	54,5	18,8	11,8	15,0	**100,0**
eThekwini	331	51,9	23,7	14,2	10,2	**100,0**
iLembe	23	38,8	34,3	21,0	6,0	**100,0**
KZN	**662**	**50,9**	**24,0**	**13,5**	**11,6**	**100,0**

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

Roughly 50,9% of workers in KwaZulu-Natal walked up to five minutes to their first public transport, followed by 24,0% of those who walked between six to ten minutes. Approximately twelve per cent (11,6%) of workers walked for more than 15 minutes to get to their first public transport.

Table 4.16 further depicts that workers in uMzinyathi and uMkhanyakude were more likely to walk more than 15 minutes to their first public transport at 24,9% and 21,5%, respectively.

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

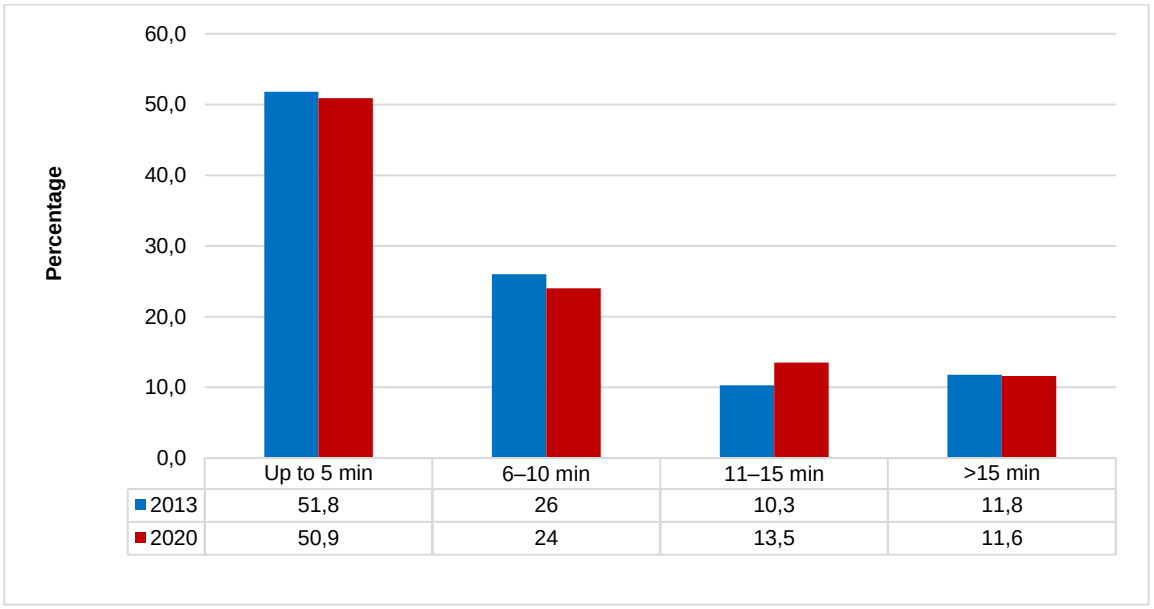


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 11,8% in 2013 to 11,6% in 2020. The percentage of workers who walked up to 5 minutes decreased from 51,8% in 2013 to 50,9% in 2020. This represents a -0,9-percentage-point decrease.

Table 4.17: Walking time to the first public transport by mode of travel, 2020

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (Per cent within mode)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Train	21	4,8	22,7	23,7	48,8	**100,0**
Bus	99	50,2	22,8	12,8	14,2	**100,0**
Taxi	472	53,2	25,0	13,3	8,6	**100,0**
Total	**592**	**51,0**	**24,6**	**13,5**	**10,9**	**100,0**

Totals used to calculate percentages excluded unspecified cases.

Table 4.17 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 proportion of workers walking for up to 5 minutes to their first taxi and bus. The majority of train commuters (48,8%) walked for more than 15 minutes to their first train. Taxi users (53,2%) were more likely to walk for up to 5 minutes to their first transport.

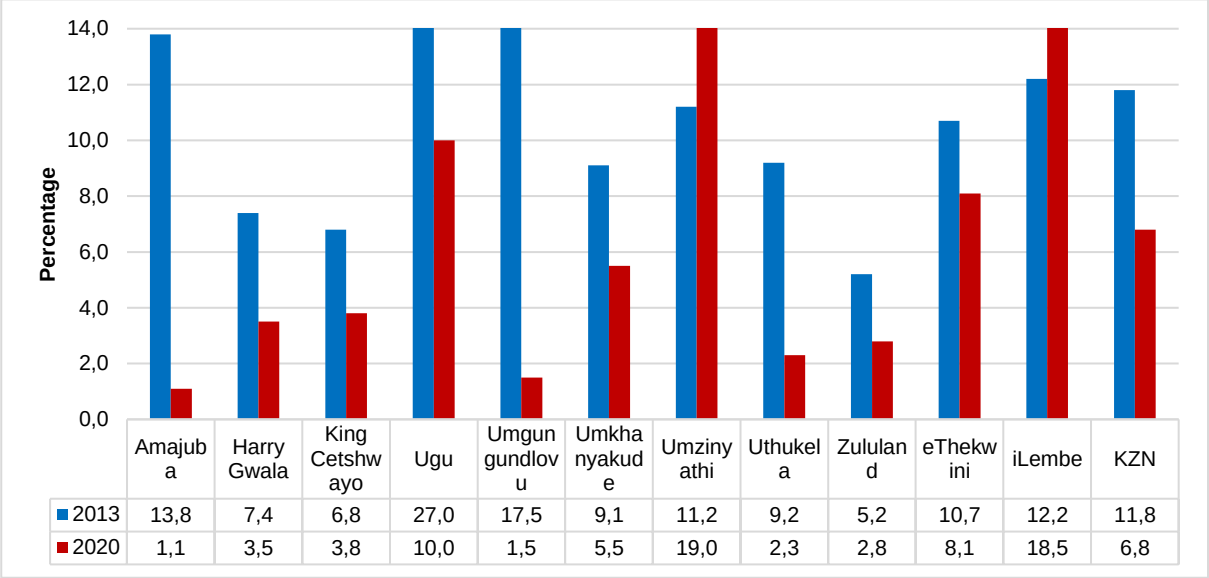
Table 4.18: Waiting time for first public transport (train, bus and taxi) by district municipality, 2020

District municipality	Number of workers who waited for public transport ('000)	Waiting time (Per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Amajuba	37	85,6	11,8	1,5	1,1	**100,0**
Harry Gwala	12	65,7	21,7	9,2	3,5	**100,0**
King Cetshwayo	56	73,8	19,1	3,3	3,8	**100,0**
Ugu	46	46,6	33,8	9,5	10,0	**100,0**
Umgungundlovu	42	76,1	18,1	4,3	1,5	**100,0**
Umkhanyakude	11	66,7	22,7	5,0	5,5	**100,0**
Umzinyathi	2	55,9	25,1	*	19,0	**100,0**
Uthukela	23	75,2	18	4,5	2,3	**100,0**
Zululand	22	85,0	7,8	4,4	2,8	**100,0**
eThekwini	317	65,3	11,3	15,3	8,1	**100,0**
iLembe	20	56,8	16,6	8,1	18,5	**100,0**
KZN	**588**	**67,5**	**15,1**	**10,6**	**6,8**	**100,0**

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

Table 4.18 indicates time waited for public transport. More than half of workers (67,5%) in KwaZulu-Natal waited for 5 minutes or less for public transport and 6,8% waited for more than 15 minutes. Workers in Amajuba were more likely to wait for 5 minutes or less than in other municipalities. iLembe (18,5%) and Ugu (10,0%) had the highest percentage of workers that waited for more than 15 minutes for their first public transport.

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	13,8	7,4	6,8	27,0	17,5	9,1	11,2	9,2	5,2	10,7	12,2	11,8
2020	1,1	3,5	3,8	10,0	1,5	5,5	19,0	2,3	2,8	8,1	18,5	6,8

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

Table 4.19: Workers by district municipality and waiting time for first public transport (train, bus and taxi), 2020

District municipality	Total (`000)	Train (Per cent)				Total (`000)	Bus (Per cent)				Total (`000)	Taxi (Per cent)			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Amajuba	*	*	*	*	*	13	15,1	10,1	2,9	8,3	24	6,5	3,9	0,7	0,6
Harry Gwala	*	*	*	*	*	*	*	*	4,9	*	12	2,5	3,8	1,4	1,2
King Cetshwayo	*	*	*	*	*	29	31,6	31,1	10,6	29,5	26	5,8	8,1	2	4,2
Ugu	*	*	*	*	*	5	4,8	7,6	3,5	2	41	5,7	21,3	8,4	13,2
Umgungundlovu	*	*	*	*	*	3	3,5	2,8	4,8	*	39	9,3	10,6	2,9	1,8
Umkhanyakude	*	*	*	*	*	1	0,6	*	6,5	*	10	2,1	3,5	*	1,7
Umzinyathi	*	*	*	*	*	6	6	7,7	2,3	*	2	0,4	0,8	*	1,2
Uthukela	*	*	*	*	*	8	9,8	4,9	*	*	18	4,2	4,6	1,7	1,5
Zululand	*	*	*	*	*	32	27,6	34,4	64,5	60,1	14	3,6	1,3	1,9	1,8
eThekwini	18	89,2	73,5	91,8	97,7	1	1	1,3	*	*	267	56,8	39,2	78,5	62,3
iLembe	3	10,8	26,5	8,2	2,3	98	100,0	100,0	100,0	100,0	17	3,1	2,8	2,5	10,6
KZN	**20**	**100,0**	**100,0**	**100,0**	**100,0**	**13**	**15,1**	**10,1**	**2,9**	**8,3**	**470**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.19 summarises workers' waiting time for public transport by municipality. Of the 20 000 workers who waited for the train, the majority (18 000) were from eThekwini. In terms of those who waited for buses, the majority (32 000) were found in Zululand . For those waiting for taxis, the majority (267 000) were in eThekwini. Most workers in eThekwini Municipality (62,3%) were more likely to wait for more than 15 minutes.

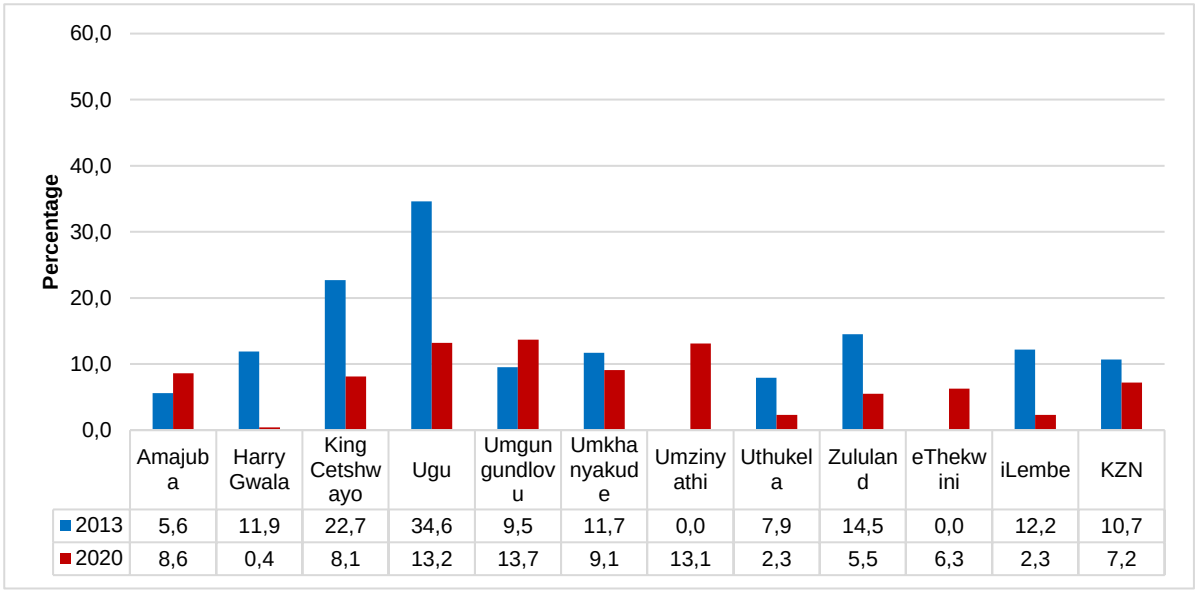
Table 4.20: Walking time at the end of the work trip using public transport (train, bus and taxi) by district municipality, 2020

District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (Per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Amajuba	36	69,6	14,3	7,5	8,6	**100,0**
Harry Gwala	12	72,5	23,8	3,3	0,4	**100,0**
King Cetshwayo	53	60,5	16,2	15,2	8,1	**100,0**
Ugu	35	52,3	31,4	3,1	13,2	**100,0**
Umgungundlovu	40	55,8	22,4	8,1	13,7	**100,0**
Umkhanyakude	11	70,3	11,7	8,8	9,1	**100,0**
Umzinyathi	2	49,3	27,1	10,4	13,1	**100,0**
Uthukela	23	72,4	22,8	2,5	2,3	**100,0**
Zululand	20	85,5	4,8	4,2	5,5	**100,0**
eThekwini	296	69,0	14,1	10,6	6,3	**100,0**
iLembe	19	67,8	24,1	5,8	2,3	**100,0**
KZN	**545**	**66,9**	**16,6**	**9,2**	**7,2**	**100,0**

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

Table 4.20 indicates workers who used public transport and walked at the end of their work trip to their place of work. There were 545 000 workers who walked at the end of the work trip to reach their place of work in KwaZulu-Natal. More than half (66,9%) of them walked for 5 minutes or less, and about 7,2% 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 Zululand (85,5%), followed by 72,5% from Harry Gala and 72,4% from uThukela .

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



By comparison, almost all district municipalities in KwaZulu-Natal observed a decrease in the percentage of individuals who walked for 15 minutes or more at the end of their trip to reach their destination, except for Amajuba, uMgungundlovu, uMzinyathi and eThekwini.

Table 4.21: Workers who used public transport by district municipality and walking time at the end of the trip to reach place of work, 2020

District municipality	Total (`000)	Train (per cent)				Total (`000)	Bus (per cent)				Total (`000)	Taxi (per cent)			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Amajuba	*	*	*	*	*	13	10,9	19,8	20,4	17,7	23	6,2	3,4	2,6	4,6
Harry Gwala	*	*	*	*	*	*	*	3,1	*	*	11	2,9	3,2	0,9	0,2
King Cetshwayo	*	*	*	*	*	28	25,8	30,4	57,4	29,7	25	5,6	6,1	8,4	4
Ugu	*	*	*	*	*	4	0,5	11,3	*	19,2	31	6,1	12,5	2,7	10,3
Umgungundlovu	*	*	*	*	*	3	1,7	6,6	2,7	6,7	37	7,1	10,6	7,4	19,7
Umkhanyakude	*	*	*	*	*	1	0,9	*	*	4,1	10	2,4	1,7	2,4	2,2
Umzinyathi	*	*	*	*	*	*	*	*	*	*	2	0,3	0,6	0,5	1
Uthukela	*	*	*	*	*	6	7,8	7,8	*	*	17	4	5,5	1,4	2,2
Zululand	*	*	*	*	*	7	9	3,5	4,1	6,6	13	3,8	0,6	1,2	1,5
eThekwini	13	79,9	70,5	86,5	100	31	43	16	12,4	15,9	251	58	50,9	71	52,6
iLembe	2	20,1	29,5	13,5	*	1	0,4	1,5	2,9	*	16	3,7	4,9	1,5	1,8
KZN	**16**	**100,0**	**100,0**	**100,0**	**100,0**	**93**	**100,0**	**100,0**	**100,0**	**100,0**	**436**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated across municipalities within KwaZulu- Natal

Table 4.21 points out that the highest proportion of train users who walked at the end of their work trip to reach their place of work was from eThekwini (13 000). Of the 93 000 bus users who walked at the end of their trip, again, the majority (31 000) were from eThekwini. More than half (50,9%) of workers who used taxis, and walked at the end of their work trip for up to 5 minutes were from eThekwini.

Table 4.22: Total time travelled to place of work by main mode and district municipality, 2020

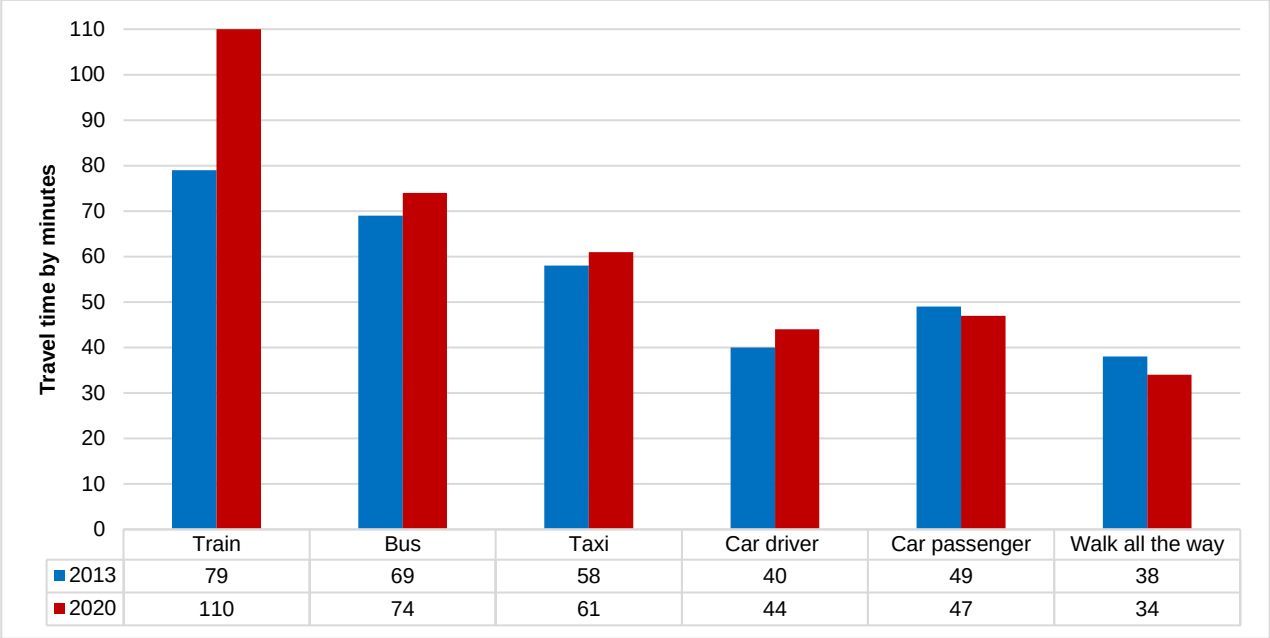
Main mode of travel and total time in minutes	District municipality											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Train												
Mean (minutes)	*	*	*	*	*	*	*	*	*	105	138	**110**
1–30	*	*	*	*	*	*	*	*	*	5,4	*	**4,5**
31–60	*	*	*	*	*	*	*	*	*	5,3	9,4	**6**
61+	*	*	*	*	*	*	*	*	*	89,3	90,6	**89,5**
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**
Bus												
Mean (minutes)	79	70	78	87	72	104	40	65	40	74	80	**74**
1–30	1,6	*	9,1	13,9	5,5	*	*	12,9	51	4,1	*	**9,7**
31–60	34,8	*	37,8	7,3	48,7	*	100	63,6	39,1	30,3	51,3	**35,3**
61+	63,6	100	53,1	78,8	45,8	100	*	23,5	9,9	65,6	48,7	**55,0**
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**
Taxi												
Mean (minutes)	48	45	50	61	50	41	46	52	49	69	59	**61**
1–30	28,1	39	31,2	19,5	26,2	51,3	34	25,2	35,1	12,1	23	**19,5**
31–60	55,1	46	48,4	45,2	55,1	36,4	45,4	54,8	40,4	38,1	43,4	**43,1**
61+	16,7	15	20,3	35,3	18,6	12,4	20,5	20	24,5	49,8	33,7	**37,4**
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**
Car driver												
Mean (minutes)	33	33	46	45	42	39	38	38	30	48	41	**44**
1–30	60,6	62,2	51,5	57,1	44,1	63,5	64,8	60,1	73,8	37,4	50,2	**45,4**
31–60	34,1	29	27,3	21,9	38,8	21,6	17,8	28,7	21,4	41,7	35,3	**36,4**
61+	5,2	8,8	21,2	21	17,2	14,8	17,4	11,2	4,8	20,9	14,4	**18,2**
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**
Car passenger												
Mean (minutes)	44	54	48	37	38	53	49	37	40	50	59	**47**
1–30	44,7	31,7	41,2	65,4	56,3	35	40,9	55,8	53,8	49,6	33,7	**48,2**
31–60	43,7	37,1	34,5	26,2	35,4	37,2	32,1	37	35	20,7	38,6	**29,7**
61+	11,5	31,3	24,3	8,4	8,3	27,7	27	7,2	11,2	29,8	27,7	**22,1**
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**
Walk all the way												
Mean (minutes)	32	30	34	38	31	38	30	34	25	41	34	**34**
1–30	69	67,5	65,1	52,3	68	64,3	65,6	66,8	81,5	61,7	61,5	**65,6**
31–60	20,1	23,6	24,7	34,1	23,5	24,6	31,8	29,6	13,4	19,9	28,7	**23,8**
61+	10,9	8,9	10,3	13,6	8,5	11,1	2,6	3,6	5,1	18,5	9,7	**10,6**
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**

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

Table 4.22 indicates that more than 80% of train users in KwaZulu-Natal spent more than an hour travelling to their place of work (89,5%). About half of workers who travelled by bus travelled more than 60 minutes (55%), followed by those who travelled for 31 to 60 minutes (35,3%) to reach their place of work. Workers who use taxi as mode of transport needed an average of 61 minutes to reach their destination, with the majority arriving between 31 to 60 minutes (43,1%).

Walking all the way had the lowest average time needed to reach workers' destination compared to all other modes at 34; only 10,6% of workers needed more than 61 minutes to reach their destination when walking all the way. Workers in eThekwini (18,5%) and Ugu (13,6%) were more likely to walk for more than 61 minutes to reach their workplace.

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



	Train	Bus	Taxi	Car driver	Car passenger	Walk all the way
2013	79	69	58	40	49	38
2020	110	74	61	44	47	34

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

In 2020, workers who used public transport experienced long travel times in the morning to access their workplace; train users travelled for 110 minutes, bus travellers 74 minutes and taxi users travelled 61 minutes. Those who travelled by car/bakkie/truck as a passenger needed 47 minutes and those who drove took 44 minutes.

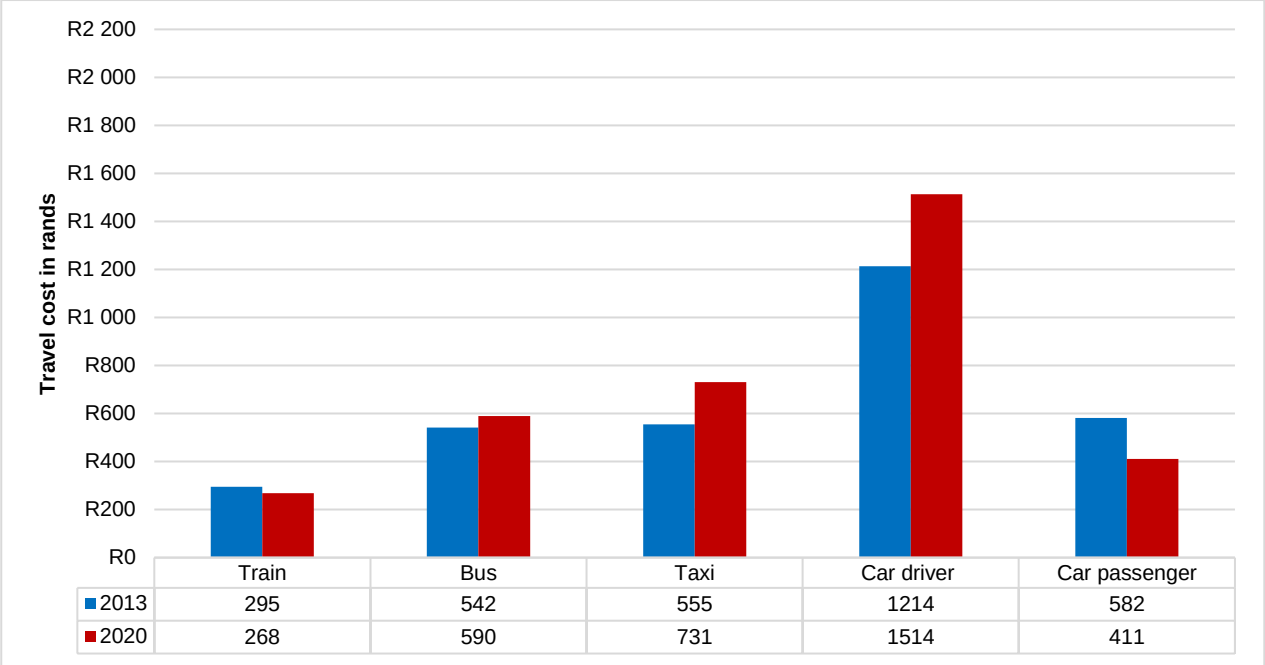
Table 4.23: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in rand	District municipality											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Train												
Mean (rand)	*	*	*	*	*	*	*	*	*	261	303	**268**
1–100	*	*	*	*	*	*	*	*	*	7	*	**5,8**
101–200	*	*	*	*	*	*	*	*	*	25,1	7,6	**22,2**
200+	*	*	*	*	*	*	*	*	*	67,9	92,4	**71,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100**	**100**	**100**
Bus												
Mean (rand)	477	400	519	429	441	773	640	794	606	705	543	**590**
1–100	1,1	*	1,7	*	1,6	*	*	*	9	*	*	**1,4**
101–200	1,7	*	*	9	*	*	*	2,8	3	6,1	*	**3,1**
200+	97,2	100	98,3	91	98,4	100	100	97,2	88	93,9	100	**95,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100**	**100**	**100**
Taxi												
Mean (rand)	1 139	617	627	651	645	615	690	831	537	763	564	**731**
1–100	1	4,1	0,9	0,8	0,8	*	5,2	1,8	*	0,6	0,5	**0,8**
101–200	*	6,6	1,4	*	2	*	2,5	*	*	0,3	1,9	**0,7**
200+	99	89,3	97,7	99,2	97,2	100	92,3	98,2	100	99,1	97,6	**98,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100**	**100**	**100**
Car/truck driver												
Mean (rand)	1 702	1 546	1 217	1 001	1 542	2 497	687	1 529	853	1 548	2 017	**1 514**
1–100	2,4	*	1,2	*	2,7	*	*	11,4	*	0,7	1,1	**1,2**
101–200	0,9	*	1	*	1,1	*	2,5	4,5	*	0,3	1,5	**0,6**
200+	96,8	100	97,8	100	96,2	100	97,5	84	100	99	97,5	**98,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100**	**100**	**100**
Car/truck passenger												
Mean (rand)	766	262	450	213	167	578	733	424	137	491	297	**411**
1–100	*	*	*	*	*	*	*	16,9	*	*	*	**0,3**
101–200	*	40,9	7,3	20,2	8,2	16,3	17,1	*	22,6	*	10,1	**8,7**
200+	100	59,1	92,7	79,8	91,8	83,7	82,9	83,1	77,4	100	89,9	**91**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100**	**100**	**100**

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

Driving cars appeared to be the most expensive mode of travel in the province with an average monthly cost of R1 514, followed by travelling by taxi (R731) and by bus (R590). Train was the cheapest with an average monthly cost of R268.

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



	Train	Bus	Taxi	Car driver	Car passenger
2013	295	542	555	1214	582
2020	268	590	731	1514	411

Across most of modes of transport, workers' average travel cost has increased between 2013 and 2020, except for train and car passenger were we see a decrease. The highest increase is observed among those who used car as driver to reach their destinations, as shown in Figure 4.10.

Among public transport modes, taxis appeared to be the most expensive public transport mode of travel for workers, with average monthly travel costs of R731, followed by bus (R590) and train (R268).

4.4 Summary

Nearly half of the workers in the province stay in eThekwini (45,2%). The lowest percentage of workers were found in uMzinyathi (2,0%). Of the 253 000 workers with disabilities in KwaZulu-Natal, 44,6% were in eThekwini and only 2,0% in uThukela . The majority of the working population travelled to their workplace five days per week. Workers in the rural areas (27,1%) were more likely to work for 6 days or more per week compared to those in urban areas.

Public transport was used by a significant percentage of workers (38,5%), while 41,4% used private transport and 19,3% walked all the way. Of those who used public transport, 37,1% used taxis, followed by 5,7% that used buses as the main mode of travel. More than a quarter of workers (32,6%) used cars/bakkies as drivers.

The proportion of workers who walked all the way to their workplace decreased from 20,4% in 2013 to 14,9% in 2020. In 2013, 'walking all the way' was more likely to occur in uMkhanyakude (51,1%) than anywhere else in the province; in 2020, workers in Harry Gwala were more likely to walk than workers of other district municipalities (44,1%)

Most workers walked all the way to their place of work because it is nearby/close enough to walk (73,4%). This reason was more likely to be given by workers in rural areas (74,0%) than workers in urban areas (72,4%). Almost one-tenth of workers indicated that public transport was too expensive (9,3%); this reason was most likely to be given in urban areas (12,8%).

5. Business trips

5.1 Introduction

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

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

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

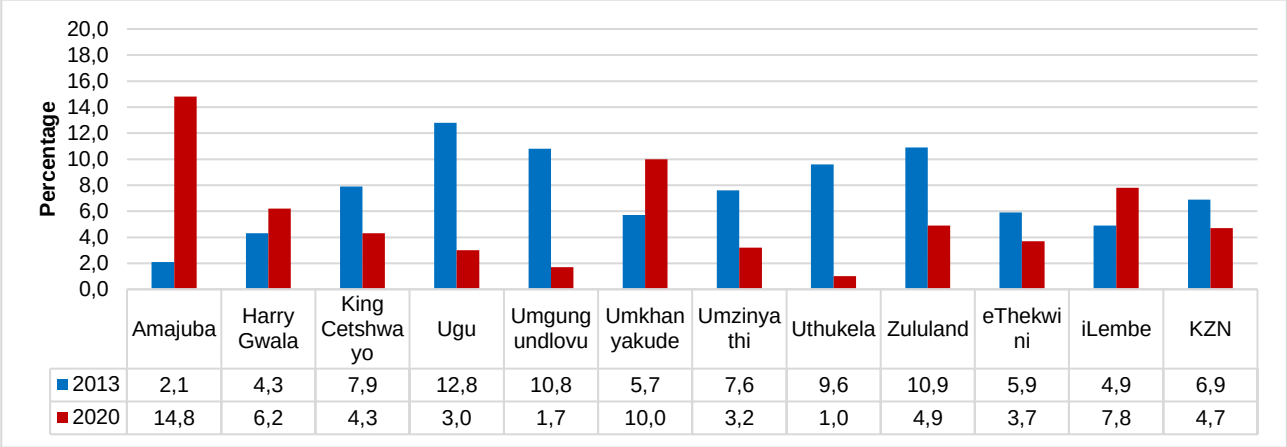
District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within province/geographical area	Per cent within KZN
Amajuba	144	21	14,8	**5,6**
Harry Gwala	93	6	6,2	**3,6**
King Cetshwayo	202	9	4,3	**7,8**
Ugu	197	6	3,0	**7,6**
Umgungundlovu	271	5	1,7	**10,5**
Umkhanyakude	124	13	10,0	**4,8**
Umzinyathi	52	2	3,2	**2,0**
Uthukela	78	1	1,0	**3,0**
Zululand	129	6	4,9	**5,0**
eThekwini	1 172	44	3,7	**45,2**
iLembe	129	10	7,8	**5,0**
KZN	**2 591**	**121**	**4,7**	**100,0**
Geographic location				
Urban	1 575	74	4,7	**60,8**
Rural	1 016	47	4,6	**39,2**

Percentages calculated across district municipalities, within KwaZulu-Natal.

Table 5.1 shows that of the 2,5 million workers aged 15 years or older that were interviewed in KwaZulu-Natal, 121 000 indicated to have undertaken business trips in the month preceding the survey. The majority of business travellers were from eThekwini (44 000), followed by those from Amajuba (21 000), uThukela (13 000) and iLembe (10 000).

Six in ten workers who undertook business trips were from urban areas (60,8%), followed by more than a third from rural areas (39,2%).

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	2,1	4,3	7,9	12,8	10,8	5,7	7,6	9,6	10,9	5,9	4,9	6,9
2020	14,8	6,2	4,3	3,0	1,7	10,0	3,2	1,0	4,9	3,7	7,8	4,7

Percentages calculated across district municipalities.

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipality. In 2013, Ugu had the highest proportion of workers who were most likely to take business trips, while in 2020 it was Amajuba. There was a general decline in those taking business trips in KwaZulu-Natal, with Ugu, uMgungundlovu and uThukela municipalities having the most decreases.

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

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (Per cent within district municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Amajuba	21	76,5	14,2	0,8	5,7	2,7	**100,0**
Harry Gwala	6	93,9	*	*	6,1	*	**100,0**
King Cetshwayo	9	95,3	4,7	*	*	*	**100,0**
Ugu	6	77,7	22,3	*	*	*	**100,0**
Umgungundlovu	5	81,1	4,5	1,4	6,9	6,1	**100,0**
Umkhanyakude	12	90,4	2,3	2,3	4,9	*	**100,0**
Umzinyathi	2	100,0	*	*	*	*	**100,0**
Uthukela	1	100,0	*	*	*	*	**100,0**
Zululand	6	96,3	*	*	*	3,7	**100,0**
eThekwini	44	79,3	1,9	9,1	9,7	*	**100,0**
iLembe	10	93,6	6,4	*	*	*	**100,0**
KZN	**121**	**84,3**	**5,6**	**3,7**	**5,6**	**0,9**	**100,0**

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

Most workers in the province (84,3%) indicated that they undertook between one and five trips in the month preceding the survey. These are followed by equal percentages of workers who undertook 6–10 business trips (5,6%) and 16–20 business trips (5,6%). Workers in uMzinyathi and uThukela were more likely to take between 1 and 5 business trips, followed by workers in Zululand (96,3%), Harry Gwala (93,9%) and iLembe (93,6%).

Slightly below a quarter of workers in Ugu (22,3%) reported to have undertaken between six and ten trips. eThekwini (9,7%) had the highest proportion of workers who undertook between 16 - 20 business trips.

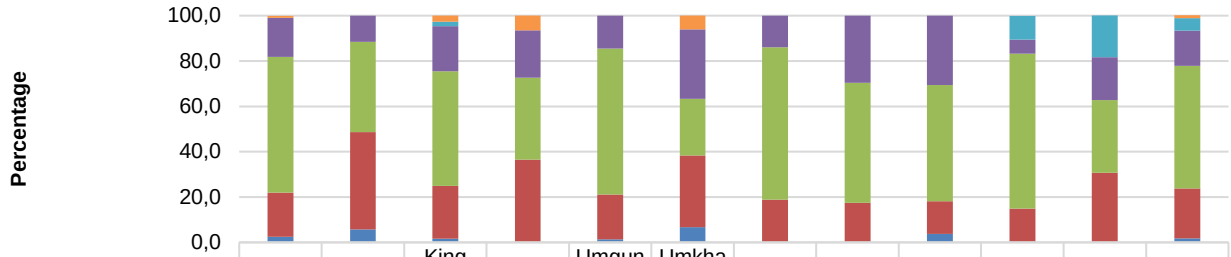
Table 5.3: Main mode of travel used for business trip by district municipality, 2020

Mode of travel		Statistics ('000)	District municipality												
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Bus	Number	1	*	*	*	*	1	*	*	*	*	*	**2**
		Per cent	2,5	*	*	*	*	6,7	*	*	*	*	*	**1,8**
	Taxi	Number	4	2	2	2	1	4	*	*	1	7	3	**27**
		Per cent	19,5	43	23,3	36,5	19,8	31,7	18,8	17,5	14,4	14,9	30,7	**22,0**
Private transport	Car/truck driver	Number	13	2	4	2	3	3	1	*	3	30	3	**66**
		Per cent	59,8	39,8	50,5	36,2	64,4	24,9	67,2	52,9	51,3	68,4	32	**54,1**
	Car/truck passenger	Number	4	1	2	1	1	4	*	*	2	3	2	**19**
		Per cent	17,3	11,5	20,0	20,8	14,5	30,6	14	29,6	30,6	6,1	19	**15,5**
Aircraft		Number	*	*	*	*	*	*	*	*	*	5	2	**7**
		Per cent	*	*	*	*	*	*	*	*	*	10,5	18,4	**5,5**
Other modes		Number	*	*	*	*	*	1	*	*	*	*	*	**2**
		Per cent	*	*	*	*	*	6,1	*	*	*	*	*	**1,3**
Total		**Number**	**21**	**6**	**9**	**6**	**5**	**12**	**2**	**1**	**6**	**44**	**10**	**121**
		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**

*Unweighted number of 3 and below are too small to provide reliable estimates.
Totals exclude unspecified cases.
Percentages calculated within district municipalities.
Other modes include bicycle, scooter/motorcycle, animal drawn transport etc.

The main modes of travel used for business trips are presented in Table 5.3. More than half of the business trips were made using cars/trucks as drivers (54,1%). Taxis (22,0%) were the second most common mode of travel used on business trips. Business travellers in uMzinyathi (67,2%) were more likely to use cars/bakkies as a driver. Taxis were mostly used in Ugu (36,2%) and uMkhanyakude (31,7%) for business trips. As expected, iLembe and eThekwini were the only municipalities that had a significant percentage of business travellers using aircraft (18,4% and 10,5%, respectively) as their main mode of travel for business trips.

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Other modes	0,8	0,0	2,7	6,5	0,0	6,1	0,0	0,0	0,0	0,0	0,0	1,3
Aircraft	0,0	0,0	1,9	0,0	0,0	0,0	0,0	0,0	0,0	10,5	18,4	5,5
Car/truck passenger	17,3	11,5	20,0	20,8	14,5	30,6	14,0	29,6	30,6	6,1	19,0	15,5
Car/truck driver	59,8	39,8	50,5	36,2	64,4	24,9	67,2	52,9	51,3	68,4	32,0	54,1
Taxi	19,5	43,0	23,3	36,5	19,8	31,7	18,8	17,5	14,4	14,9	30,7	22,0
Bus	2,5	5,7	1,6	0,0	1,3	6,7	0,0	0,0	3,7	0,0	0,0	1,8

Figure 5.2 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 (54,1%). The second most used mode was taxis (22,0%). Only 5,5% of workers in the province used aircraft to travel to their business destinations.

Table 5.4: Percentage of business trips by district municipality of origin and province of destination, 2020

District municipality of origin	Province of destination (Per cent within province of origin)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Amajuba	*	*	*	*	**82,1**	*	9,7	4,1	4,1	**100,0**
Harry Gwala	*	12	*	2,2	**85,8**	*	*	*	*	**100,0**
King Cetshwayo	1,9	*	*	*	**77,7**	*	17,7	*	2,6	**100,0**
Ugu	*	6,2	*	*	**93,8**	*	*	*	*	**100,0**
Umgungundlovu	*	7,6	*	6	**82,5**	*	*	3,9	*	**100,0**
Umkhanyakude	*	*	*	*	**95,9**	*	4,1	*	*	**100,0**
Umzinyathi	*	*	16,6	12,2	**62,7**	*	8,5	*	*	**100,0**
Uthukela	*	*	*	*	**82,5**	*	17,5	*	*	**100,0**
Zululand	*	*	*	*	**85,7**	*	*	*	14,3	**100,0**
eThekwini	3,5	3,9	*	1,9	**73,7**	*	9,5	7,5	*	**100,0**
iLembe	4,3	*	*	7	**79,6**	*	9,1	*	*	**100,0**
KZN	**1,8**	**2,6**	**0,2**	**1,8**	**80,5**	*	**7,9**	**3,6**	**1,7**	**100,0**

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

The majority of business trips undertaken by workers were within their province of residence (80,5%), as indicated in Table 5.4. The province that was more popular for business trips for workers in KwaZulu-Natal was Gauteng at 7,9%, followed by Mpumalanga at 3,6%. The least visited province by workers in KwaZulu-Natal was Northern Cape at 0,2%.

5.2 Summary

Of the 2,5 million workers aged 15 years or older that were interviewed in KwaZulu-Natal, 121 000 indicated to have undertaken business trips in the month preceding the survey. The majority of business travellers were from eThekwini (44 000), followed by those from Amajuba (21 000), uThukela (13 000) and iLembe (10 000).

Six in ten workers who undertook business trips were from urban areas (60,8%), followed by more than a third from rural areas (39,2%).

More than half of the business trips were made using cars/trucks as drivers (54,1%). Taxis (22,0%) were the second most common mode of travel used on business trips. Business travellers in uMzinyathi (67,2%) were more likely to use cars/bakkies as a driver.

6. Other travel patterns

6.1 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. This section's main objective 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 to shop for personal use or attend sporting events as a participant or spectator. In the 2020 NHTS, the following options listed under the main purpose for the trip were reviewed: 'Home to visit family and friends' and 'Visit friends and family'. These options were revised to ‘Visit friends/family/ancestral home’.

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

6.2 Day trips

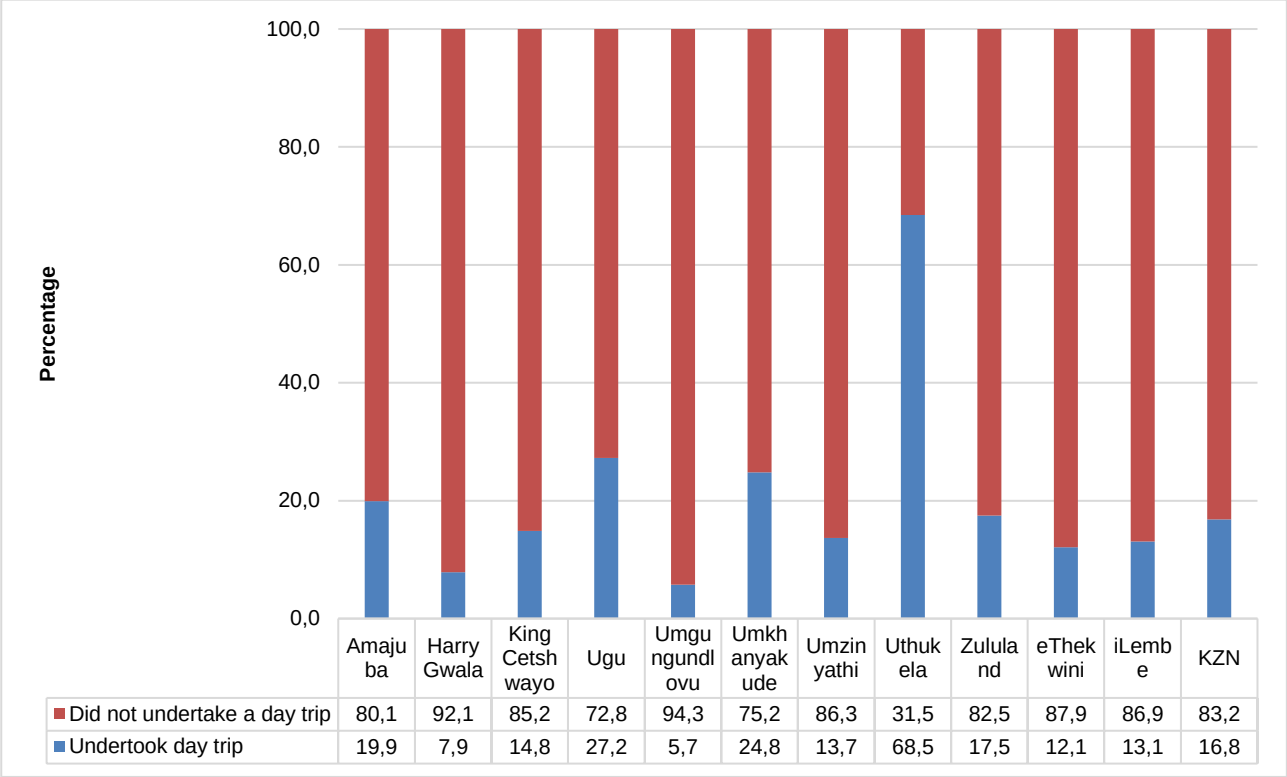
Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020

District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in KZN
Amajuba	417	83	**6,3**
Harry Gwala	369	29	**2,2**
King Cetshwayo	640	95	**7,3**
Ugu	595	162	**12,4**
Umgungundlovu	696	40	**3,1**
Umkhanyakude	548	136	**10,4**
Umzinyathi	314	43	**3,3**
Uthukela	314	215	**16,4**
Zululand	560	98	**7,5**
eThekwini	2 952	357	**27,3**
iLembe	375	49	**3,8**
KZN	**7 781**	**1 308**	**100**

Percentages calculated across district municipality, within KwaZulu-Natal.
Total excludes unspecified day trips.

Table 6.1 shows the distribution of day trips taken during the 12 months prior to the interview. Out of a total of about 7 million persons aged 15 years and older, 1,3 million undertook day trips away from their usual home in the 12 months preceding the interview. eThekwini Municipality (27,3%) had the highest proportion of persons who undertook day trips while Harry Gwala had the lowest proportion (2,2%).

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



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Did not undertake a day trip	80,1	92,1	85,2	72,8	94,3	75,2	86,3	31,5	82,5	87,9	86,9	83,2
Undertook day trip	19,9	7,9	14,8	27,2	5,7	24,8	13,7	68,5	17,5	12,1	13,1	16,8

Percentage calculated within district municipalities.

Figure 6.1 illustrates the percentage of persons 15 years and older in KwaZulu-Natal who undertook day trips. The highest proportion of those who undertook day trips was found in uThukela (68,5%), followed by Ugu (27,2%) and uMkhanyakude (24,8%).

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

Main purpose of trip	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Visit friends/ family/ancestral home	48,9	28,1	56,9	22,8	50,8	18,4	37,6	29,7	47,0	57,6	21,7	**40,3**
Leisure/holiday	7,2	16,1	1,3	3,0	17,2	4,7	5,7	1,4	2,0	15,7	7,0	**7,4**
Shopping	4,1	14,8	6,7	33,5	6,5	38	8,0	27,4	5,6	4,3	20,0	**16,5**
Sporting	0,2	2,3	1,9	2,9	0,4	1,8	2,4	2,7	0,5	0,5	5,1	**1,6**
Funeral	5,3	1,9	2,0	6,8	4,8	2,3	3,8	9,7	8,1	1,3	12,0	**4,9**
Medical	3,2	2,4	3,3	5,3	2,3	13,6	4,7	13,6	1,0	0,5	5,9	**5,5**
Government services (e.g. home affairs, etc.)	2,2	2,3	0,5	4,4	1,8	2,5	1,6	2,4	0,5	0,6	1,5	**1,8**
Looking for work	8,5	13,9	11,1	5,5	5,5	5,6	15,3	4,0	15,0	4,2	7,1	**6,8**
Wellness (e.g. spa, health farm, etc.)	0,7	*	0,7	0,2	0,3	*	0,3	0,6	0,5	0,3	*	**0,3**
Religious/cultural/ traditional	5,0	3,4	7,2	4,1	3,1	2,8	10,0	5,3	10,4	4,0	10,7	**5,3**
Wedding	1,1	1,0	5,3	0,4	0,7	2,6	0,5	2,5	0,3	2,1	6,9	**2,1**
Other	13,5	13,6	3,2	11,2	6,5	7,7	9,9	0,8	9,4	8,9	2,1	**7,5**
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**

Percentages calculated within district municipalities.
Other purposes includes: Weddings, leisure/holiday, sporting – spectator/participant, etc.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 6.2 indicates that the most common reasons given by persons who undertook day trips in KwaZulu-Natal were visiting friends/family/ancestral home (40,3%), shopping (16,5%) and leisure/holiday (7,4%). People in eThekwini, King Cetshwayo and uMgungundlovu were more likely to take day trips to visit friends/family/ancestral home, while those in uMkhanyakude, Ugu and uThukela were most likely to take day trips for shopping. Wellness (e.g. spa, health farm, etc.) had the lowest percentage (0,3%) of people who took day trips to visit them as indicated in the table.

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

Mode of travel		Statistics ('000)	District municipality											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Train	Number	1	*	*	*	*	*	*	*	*	2	*	**3**
		Per cent	0,8	*	*	*	*	*	0,4	*	*	0,4	*	**0,3**
	Bus	Number	11	3	11	9	3	10	2	21	9	38	2	**118**
		Per cent	13,0	10,1	12,0	5,4	7,3	7,2	4,7	9,6	9,0	10,6	4,7	**9,1**
	Taxi	Number	30	18	53	114	17	53	30	104	57	169	25	**669**
		Per cent	36,3	60,3	55,8	70,3	41,5	39,1	69,9	48,4	57,9	47,2	51,0	**51,2**
Private transport	Car/truck driver	Number	19	5	13	16	8	14	4	12	11	80	9	**190**
		Per cent	22,8	15,9	13,6	9,8	19,9	9,9	8,7	5,6	11,2	22,5	19,2	**14,6**
	Car/truck passenger	Number	21	4	14	23	7	50	5	7	19	34	10	**194**
		Per cent	25,8	12,0	14,4	14,0	18,3	37,1	11,2	3,3	19,6	9,6	19,3	**14,8**
Other		Number	1	*	1	1	5	*	1	1	1	32	1	**41**
		Per cent	0,9	0,6	0,8	0,4	11,3	*	1,2	0,3	0,8	8,9	1,1	**3,1**
Walking		Number	*	*	3	*	1	9	2	70	1	3	2	**91**
		Per cent	0,5	1,1	3,2	0,1	1,5	6,7	3,9	32,7	1,1	0,7	4,1	**7**
Total		**Number**	**83**	**29**	**95**	**162**	**40**	**136**	**43**	**215**	**98**	**357**	**49**	**1 308**
		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**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within district municipalities.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified mode of travel.

Table 6.3 summarises the main mode of travel used on day trips. Individuals who undertook day trips mostly used taxis (51,2%) as their mode of travel. The second mode of travel used was a car/truck as passenger (14,8%), and third mode of travel used was a car/truck driver (14,6%). Seven percent of day-trip travellers walked all the way. Taxis were commonly used by travellers in Ugu (70,3%) and uMzinyathi (69,9%). uThukela (32,7%) had the highest percentage of travellers that walked all the way.

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Amajuba	417	85	9,6
Harry Gwala	369	28	3,1
King Cetshwayo	640	81	9,2
Ugu	595	142	16,0
Umgungundlovu	696	11	1,3
Umkhanyakude	548	149	16,8
Umzinyathi	314	15	1,7
Uthukela	314	70	7,9
Zululand	560	12	1,3
eThekwini	2 952	285	32,0
iLembe	375	10	1,1
KZN	**7 781**	**888**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips.

Table 6.4 shows the occurrence of overnight trips during the twelve months prior to the interview by municipalities. About 888 0000 persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. eThekwini (32,0%) had the highest proportion of persons travelling overnight, while iLembe (1,1%) had the least number of people who undertook overnight trips.

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

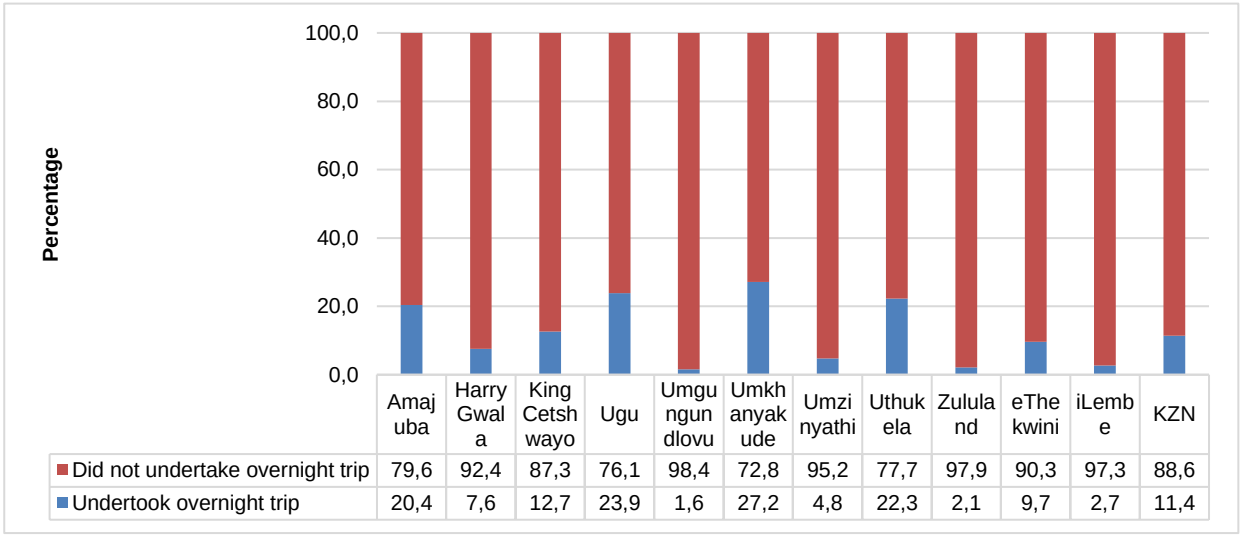


Figure 6.2 indicates the percentage of persons 15 years and older who undertook overnight trips. The figure shows that 11% of people in KwaZulu-Natal took overnight trips. Persons in uMkhanyakude (27,2%), Ugu (23,9%), and uThukela (22,3%) were more likely than other municipalities to undertake overnight trips.

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

Main purpose of trip	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Visit friends/ family/ancestral home	53,1	67,2	70,5	58,2	57,0	66,2	63,4	60,6	58,4	74,8	52,2	**66,0**
Leisure/holiday	12,0	5,6	12,4	5,1	17,9	4,5	3,2	1,5	5,6	5,1	18,8	**6,4**
Shopping	0,3	0,7	*	*	0,1	1,0	0,8	7,7	5,5	*	*	**0,9**
Sporting	1,1	0,5	0,4	0,6	*	0,4	*	*	*	0,4	2,1	**0,5**
Funeral	8,3	1,6	1,4	5,3	2,5	4,9	9,6	13,9	8,8	2,3	5,3	**4,8**
Medical	0,4	1,8	1,0	2,9	2,7	4,0	3,5	2,7	*	0,8	3,6	**1,9**
Government services (e.g. home affairs, etc.)	0,7	*	0,3	0,6	2,2	0,9	*	0,6	*	2,3	*	**1,1**
Looking for work	3,5	6,5	3,8	4,8	4,2	7,1	10,2	2,3	*	2,7	3,1	**4,2**
Wellness (e.g. spa, health farm, etc.)	*	*	1,0	0,7	*	*	*	0,9	*	*	1,5	**0,3**
Religious/cultural/ traditional	12,9	9,1	4,6	15,3	4,0	4,9	7,8	9,7	9,1	5,3	5,4	**8,0**
Wedding	2,8	1,2	0,5	1,0	0,6	2,7	*	0,2	1,3	1,1	2,0	**1,4**
Other	5,0	5,8	4,0	5,4	8,8	3,5	1,4	*	11,3	5,2	6,0	**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**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other purposes include Weddings, leisure/holiday, sporting – spectator/participant, etc.

Table 6.5 shows the main reasons for taking overnight trips by district municipality. The most common reason was visiting friends/family/ancestral home (66,0%), followed by those travelling for leisure/holiday (6,4%). Approximately 5% of persons undertook overnight trips to attend funerals. Travelling for sporting purposes and wellness was not common in the province, with 0,5% and 0,3% of trips undertaken for those reasons, respectively.

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

Mode of travel		Statistics ('000)	District municipality											
			Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Public transport	Train	Number	*	*	*	*	*	*	*	*	*	2	*	**3**
		Per cent	*	*	*	*	*	*	*	*	*	0,8	*	**0,4**
	Bus	Number	13	3	8	6	1	10	*	2	1	33	1	**77**
		Per cent	15,0	10,0	10,1	4,5	5,1	6,5	0,4	2,6	8,4	11,6	7,6	**8,7**
	Taxi	Number	31	21	44	101	5	92	10	38	5	132	3	**482**
		Per cent	36,4	73,4	53,7	71,2	41,1	62,1	69,2	53,6	44	46,2	35,2	**54,3**
Private transport	Car/truck driver	Number	17	2	11	14	3	10	1	4	3	44	3	**110**
		Per cent	20,1	7,1	13,2	9,6	25,5	6,9	5,9	5	21,9	15,3	31,6	**12,4**
	Car/truck passenger	Number	22	3	13	13	2	34		3	3	37	2	**131**
		Per cent	25,4	9,0	15,7	9,0	18,2	22,8	3,1	4,2	25,8	13,0	16,3	**14,7**
Aircraft		Number	*	*	2	4	*	1	*	*	*	31	*	**40**
		Per cent	*	0,3	2,4	3,1	4,4	0,4	2,4	*	*	11,0	*	**4,5**
Other		Number	3	*	4	3	1	2	3	24	*	6	*	**46**
		Per cent	3,0	0,2	4,8	2,3	4,4	1,3	18,0	34,7	*	2,1	*	**5,2**
Total		**Number**	**85**	**28**	**81**	**142**	**11**	**149**	**15**	**70**	**12**	**285**	**10**	**888**
		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**

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

Table 6.6 summarises the modes of travel used during overnight trips. In KwaZulu-Natal, taxis (54,3%) were the most common mode of travel used. The other modes of travel used by travellers overnight was a car/truck as a passenger (14,7%) and a car/truck as the driver (12,4%). Approximately 73,4% of travellers in Harry Gwala used taxis.

6.4 Summary

Out of a total of about 7 million persons aged 15 years and older, 1,3 million undertook day trips away from their usual home in the 12 months preceding the interview. eThekwini Municipality (27,3%) had the highest proportion of persons who undertook day trips while Harry Gwala had the lowest proportion (2,2%).

About 888 000 persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. eThekwini (32,0%) had the highest proportion of persons travelling overnight, while iLembe (1,1%) had the least number of persons who undertook overnight trips.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

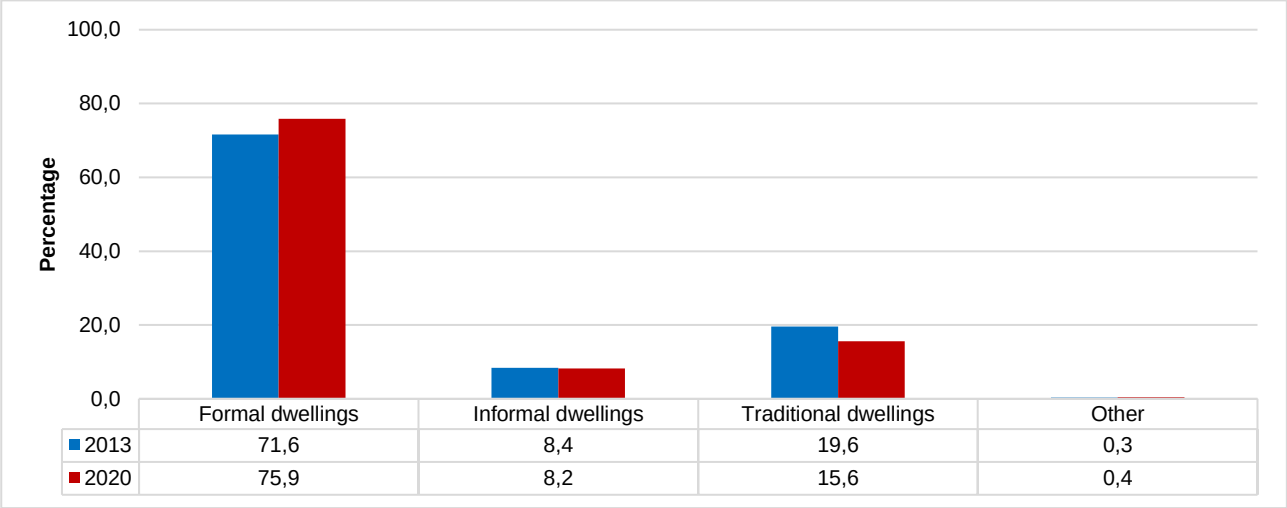
Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020

Dwelling type	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013												
Formal dwellings	74,4	33,2	57,9	53,1	64,0	75,8	47,2	63,4	75,8	79,3	58,7	**71,6**
Informal dwellings	3,4	2,6	2,7	2,3	4,5	0,6	5,8	0,1	1,5	16,1	0,3	**8,4**
Traditional dwellings	21,7	64,0	39,4	44,6	31,0	23,3	47,0	36,0	22,3	4,4	40,4	**19,6**
Other	0,6	0,3	*	*	0,6	0,3	*	0,5	0,4	0,2	0,7	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020												
Formal dwellings	97,4	28,4	85,9	85,7	77	54,5	48,3	58,7	91,1	82,9	68,7	**75,9**
Informal dwellings	0,7	4,4	2,4	6,7	12,0	1,3	0,5	0,7	0,5	13,0	13,4	**8,2**
Traditional dwellings	1,8	67,2	11,6	7,6	11	44,3	51,2	40,6	8,3	3,3	17,8	**15,6**
Other	*	*	0,1	*	*	*	*	*	0,1	0,9	0,1	**0,4**
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**

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

Table 7.1 summaries information about the type of household dwellings in KwaZulu-Natal. The majority of households in the province lived in formal dwellings (75,9%), followed by traditional dwellings (15,6%). Only a small percentage of households were found to be other dwellings (0,4%). The same pattern is observed across most district municipalities, except for Harry Gwala and uMzinyathi were traditional dwelling was the main type of dwelling. Also, in uMgungundlovu and eThekwini traditional dwellings were the second dominant dwelling after formal dwellings.

Figure 7.1: Dwelling type of household, 2013 and 2020



Other dwellings include: Traditional , caravan/tent, flat or apartment, cluster house, etc.

Figure 7.1 shows that in 2013, 71,6% of households lived in formal dwellings, which increased to 75,9% in 2020. The percentage of households living in informal dwellings slightly decreased from 8,4% in 2013 to 8,2% in 2020. Furthermore, the percentage of households that lived in traditional dwellings also decreased from 19,6% in 2013 to 15,6% in 2020. Other structures saw a small increase from 0,3% in 2013 to 0,4% in 2020.

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

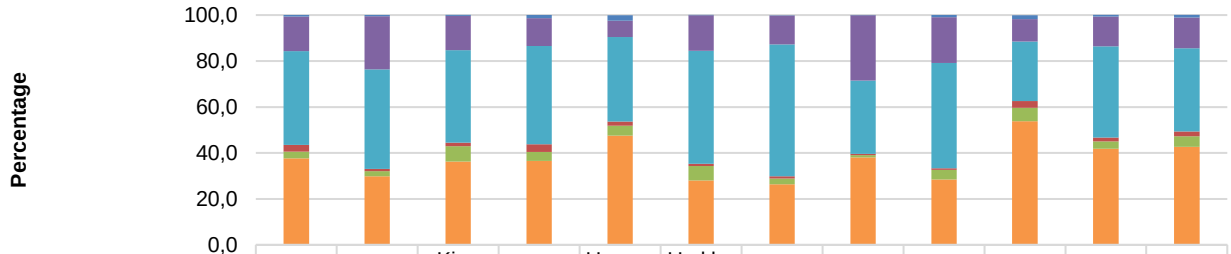
Source of household income	District municipality (Per cent within income source category)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Salaries	4,4	3,8	7,1	6,8	12,0	3,8	2,3	4,4	4,2	45,5	5,6	**100,0**
Income from business	3,1	2,6	12,1	6,8	10,0	7,5	2,1	1,1	5,6	45,3	3,8	**100,0**
Pensions	7,0	2,3	6,0	12,6	9,2	2,8	1,6	1,3	2,1	50,6	4,5	**100,0**
Grants	5,7	6,5	9,2	9,4	11,0	7,8	5,9	4,4	8,0	25,8	6,2	**100,0**
Remittances	5,7	9,4	9,4	7,3	5,8	6,7	3,5	10,6	9,5	26,6	5,6	**100,0**
Other income	3,2	2,5	2,7	9,5	21,6	1	0,4	0,6	4,7	50,4	3,5	**100,0**
Source of household income	**District municipality (Per cent within district municipality)**											
	Amajuba	**Harry Gwala**	**King Cetshwayo**	**Ugu**	**Umgungundlovu**	**Umkhanyakude**	**Umzinyathi**	**Uthukela**	**Zululand**	**eThekwini**	**iLembe**	**KZN**
Salaries	37,7	29,9	36,2	36,5	47,5	28,1	26,3	38,0	28,5	53,8	41,8	**42,6**
Income from business	2,9	2,2	6,8	4,0	4,3	6,2	2,6	1,0	4,1	5,9	3,2	**4,7**
Pensions	2,9	0,9	1,5	3,3	1,8	1,0	0,9	0,6	0,7	2,9	1,7	**2,1**
Grants	40,8	43,4	40,2	42,7	36,9	49,2	57,5	31,9	45,9	25,9	39,7	**36,2**
Remittances	15	23,1	15	12,1	7,1	15,4	12,5	28,4	19,9	9,8	13,0	**13,3**
Other income	0,7	0,5	0,4	1,4	2,3	0,2	0,1	0,1	0,9	1,6	0,7	**1,2**
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**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Respondents could select more than one source of income.
Other income sources include: Rental income, interest

Table 7.2 illustrates the main source of household income by district municipalities. Most households received salaries as their main source of income (42,6%) in 2020, followed by grants (36,2%) and remittances (13,3%). About two per cent of households received income from pensions (2,1%) and 1,2% from other incomes.

A large dependence on salaries was found in eThekwini (53,8%), uMgungundlovu (47,5%) and iLembe (41,8%). Households from uMzinyathi (57,5%), uMkhanyakude (49,2%) and Zululand (45,9%) were most likely to benefit from grants.

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

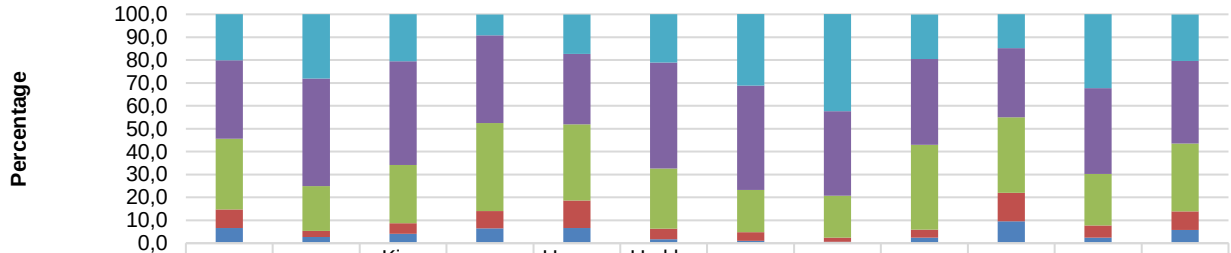


	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Other income	0,7	0,5	0,4	1,4	2,3	0,2	0,1	0,1	0,9	1,6	0,7	1,2
Remittances	15,0	23,1	15,0	12,1	7,1	15,4	12,5	28,4	19,9	9,8	13,0	13,3
Grants	40,8	43,4	40,2	42,7	36,9	49,2	57,5	31,9	45,9	25,9	39,7	36,2
Pensions	2,9	0,9	1,5	3,3	1,8	1,0	0,9	0,6	0,7	2,9	1,7	2,1
Income from business	2,9	2,2	6,8	4,0	4,3	6,2	2,6	1,0	4,1	5,9	3,2	4,7
Salaries	37,7	29,9	36,2	36,5	47,5	28,1	26,3	38,0	28,5	53,8	41,8	42,6

Figure 7.2 shows the household's main source of income by district municipality. A large percentage of households received salaries as their main source of income (42,6%), followed by grants (36,2%) and remittances (13,3%).

A large dependence on salaries was found in eThekwini (53,8%), uMgungundlovu (47,5%) and iLembe (41,8%). Households from uMzinyathi (57,5%), uMkhanyakude (49,2%) and Zululand (45,9%) were most likely to benefit from grants.

Figure 7.3: Monthly household expenditure by district municipality, 2020



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
0 - 799	20,1	28,1	20,5	9,1	17,2	21	31,3	42,4	19,5	14,8	32,2	20,3
800 - 1799	34,2	47	45,3	38,3	30,8	46,4	45,5	36,9	37,4	30,2	37,5	36,1
1800 - 4999	30,9	19,5	25,5	38,4	33,3	26,2	18,5	18,3	37,1	33	22,5	29,6
5000 - 9999	8,1	2,7	4,6	7,6	12	4,6	3,8	1,9	3,5	12,4	5,3	8,1
10000 or more	6,7	2,7	4,1	6,5	6,6	1,8	1	0,6	2,4	9,6	2,5	5,8

Figure 7.3 depicts monthly household expenditure patterns. Most of the households (36,1%) had a monthly expenditure of between R800 to R1 799, followed by 29,6% of those who spent between R1 800 and R4 999 monthly.

Comparing the distribution of households who fall into the R799 and below category across the districts, uThukela had the highest percentage of low-spending households (42,4%), followed by iLembe (32,2%) and Harry Gwala (28,1%). Households spending R10 000 or more per month were primarily found in eThekwini (9,6%).

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

District municipality	Households who completed question (`000)	Monthly household expenditure on public transport (Per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Amajuba	132	13,0	13,8	16,4	10,9	16,5	16,4	13,0	**100,0**
Harry Gwala	143	10,9	58,4	17,4	5,6	3,7	2,0	2,0	**100,0**
King Cetshwayo	219	18,0	29,5	18,6	8,1	9,2	12,4	4,2	**100,0**
Ugu	191	22,1	14,4	16,1	13,0	11,6	13,6	9,2	**100,0**
Umgungundlovu	256	38,0	17,9	14,8	6,9	7,7	10,7	4,0	**100,0**
Umkhanyakude	147	9,0	33,7	27,0	12,9	9,3	5,7	2,4	**100,0**
Umzinyathi	117	12,5	38,4	28,2	9,6	7,9	2,5	0,9	**100,0**
Uthukela	177	4,1	30,0	30,6	14,0	10,1	8,9	2,3	**100,0**
Zululand	170	7,6	58,7	15,9	6,4	3,2	5,4	2,9	**100,0**
eThekwini	995	39,7	4,9	8,2	8,4	9,8	14,3	14,7	**100,0**
iLembe	160	24,7	25,2	23,0	10,5	9,0	6,7	1,0	**100,0**
KZN	**2 708**	**25,6**	**21,3**	**15,8**	**9,2**	**9,1**	**10,9**	**8,1**	**100,0**
Geographic location									
Urban	1 463	38,3	10,6	10,4	8,3	9,7	12,3	10,3	**100,0**
Rural	1 245	10,8	33,9	22,2	10,2	8,4	9,1	5,4	**100,0**

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

Table 7.3 shows monthly household expenditure on public transport by district municipality. Provincially, about eight out of ten households in KwaZulu-Natal had a monthly expenditure on public transport of R500 or less (81,0%). uMzinyathi (96,6%) had the highest number of low-spending households, followed by Harry Gwala (96,0%) and iLembe (92,4%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (85,5%) compared to urban areas (77,3%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. More than one-third of urban households spent nothing on public transport on a monthly basis. In rural areas, only 10,8% spent nothing on public transport. This shows that rural areas are largely dependent on public transport.

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (Per cent within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Amajuba	61	6,5	10,4	10,8	28,6	29,9	13,9	**100,0**
Harry Gwala	33	24,7	19,1	11,1	20,6	13,3	11,2	**100,0**
King Cetshwayo	72	6,5	7,6	7,4	22,7	35,8	20,0	**100,0**
Ugu	88	13,0	14,5	8,2	22,1	23,6	18,6	**100,0**
Umgungundlovu	103	21,4	10,7	12,1	20,3	29,4	6,2	**100,0**
Umkhanyakude	35	5,9	9,9	13,6	17,5	28,7	24,4	**100,0**
Umzinyathi	39	53,7	8,6	5,6	17,4	8,8	5,9	**100,0**
Uthukela	84	9,8	21,8	17,6	18,1	21,1	11,7	**100,0**
Zululand	32	7,6	8,8	10,5	29,6	32,6	10,9	**100,0**
eThekwini	445	2,7	7,4	7,2	18,9	31,5	32,2	**100,0**
iLembe	58	11,5	16,1	18,6	20,3	23	10,5	**100,0**
KZN	**1 050**	**9,8**	**10,7**	**9,8**	**20,4**	**28,1**	**21,2**	**100,0**
Geographic location								
Urban	630	5,0	9,7	10,1	21,0	28,4	25,9	**100,0**
Rural	421	17,0	12,2	9,5	19,6	27,6	14,2	**100,0**

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

Of the households (1 million) that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 69,7% spent R301 and more, while the remaining 30,3% spent less than R300.

Table 7.4 shows that eThekwini (32,2%), uMkhanyakude (24,4%) and Ugu (18,6%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other districts. By comparison, urban areas had the higher proportion of households who spent R301 or more monthly on public transport to travel to work (75,2%) when compared to rural areas (61,3%).

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

District municipality	Number of household who completed question (`000)	Monthly household expenditure on public transport (Per cent within district municipality)						
		R1 – R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Amajuba	33	1,9	14,3	19,5	24,0	31,1	9,3	**100,0**
Harry Gwala	38	4,0	22,0	23,0	27,9	14,4	8,7	**100,0**
King Cetshwayo	49	2,1	15,9	25,4	24,2	24,6	7,9	**100,0**
Ugu	53	11,5	21,7	10,9	21,0	22,6	12,2	**100,0**
Umgungundlovu	79	31,5	18,2	14,0	15,0	16,8	4,5	**100,0**
Umkhanyakude	55	7,4	29,8	18,0	25,2	15,1	4,4	**100,0**
Umzinyathi	44	39,5	22,2	11,9	15,3	9,4	1,7	**100,0**
Uthukela	30	15,9	25,6	32,4	11,6	10,9	3,6	**100,0**
Zululand	45	6,3	23,5	18,8	19,1	19,8	12,5	**100,0**
eThekwini	255	3,7	11,6	9,2	32,3	28,3	14,8	**100,0**
iLembe	33	8,9	25,3	13,8	34,1	12,7	5,2	**100,0**
KZN	**714**	**10,6**	**18,1**	**14,8**	**25,2**	**21,6**	**9,7**	**100,0**
Geographic location								
Urban	362	6,9	13,3	13,4	29,0	24,9	12,5	**100,0**
Rural	352	14,5	23,0	16,2	21,2	18,2	6,9	**100,0**

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

According to Table 7.5, about 714 000 households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R301 and R500 (25,2%), while 21,6% spent between R501 and R1 000 and 14,8% spent between R201 and R300.

Most households who spent R1 001 or more were found in eThekwini (14,8%), followed by Zululand (12,5%) and Ugu (12,2%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (74,9%), compared to urban areas (62,6%).

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

District municipality	Number of bicycles (Per cent across provinces, within KZN)						
	0 bicycles		1–3 bicycles		3+ bicycles		
	Number (`000)	Per cent within KZN	Number (`000)	Per cent within KZN	Number (`000)	Per cent within KZN	Number (`000)
Amajuba	123	4,3	9	9,1	*	25,1	132
Harry Gwala	140	4,9	3	2,5	*	16,4	143
King Cetshwayo	213	7,4	6	5,6	*	*	219
Ugu	192	6,7	5	5,4	*	*	197
Umgungundlovu	322	11,2	10	9,8	*	8,3	332
Umkhanyakude	144	5	3	2,9	*	34,4	147
Umzinyathi	114	4	4	3,8	*	*	118
Uthukela	175	6,1	3	2,7	*	*	177
Zululand	170	5,9	1	1,0	*	*	171
eThekwini	1 124	39	53	52,4	*	*	1 177
iLembe	162	5,6	5	4,8	*	15,8	167
KZN	**2 878**	**100**	**102**	**100**	**1**	**100**	**2 981**

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

According to Table 7.6, approximately 102 000 households owned between one and three bicycles in the province and only about 1 000 households owned more than three bicycles. Out of the 102 000 households that owned between one and three bicycles, the majority were in eThekwini (52,4%), followed by uMgungundlovu (9,8%).

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

District municipality	Type of vehicles (Per cent across district municipality, within KZN)						
	Motorcycle	Company car/bakkie/ station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ kombi	Truck	Other
Amajuba	2,7	2,5	4,9	8,8	8,9	3,1	*
Harry Gwala	3,4	2,7	2,2	1,5	10,9	4,9	12,3
King Cetshwayo	4,5	1,8	7,8	3,5	3,2	*	*
Ugu	9,4	8,6	3,7	20,5	10,6	*	*
Umgungundlovu	21,7	22,5	13	3,5	12	24,9	13,3
Umkhanyakude	1,3	0,6	3,8	13,4	*	*	7,3
Umzinyathi	1,7	1,5	2,3	1,7	17,9	7,1	10,2
Uthukela	*	2,5	2,7	1,3	3,1	*	7,2
Zululand	*	1	3,1	1,6	7,2	7,2	10
eThekwini	48,9	53,7	52,5	42,6	22,7	29,6	*
iLembe	6,4	2,5	4,1	1,6	3,4	23,3	39,8
KZN	**100**	**100**	**100**	**100**	**100**	**100**	**100**
District municipality	**Type of vehicles owned (Per cent within district municipality)**						
	Motorcycle	**Company car/bakkie/ station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relative/friend car/bakkie/ station wagon/4x4**	**Minibus/ kombi**	**Truck**	**Other**
Amajuba	1,4	7,5	74,6	13,3	2,7	0,4	*
Harry Gwala	3,5	16,0	65,4	4,5	6,5	1,2	2,9
King Cetshwayo	1,8	4,1	89,4	4,0	0,7	*	*
Ugu	4,0	21,2	46,8	25,4	2,6	*	*
Umgungundlovu	3,9	23,2	68,2	1,8	1,2	1,1	0,5
Umkhanyakude	0,9	2,1	71,2	24,8	*	*	1,1
Umzinyathi	1,7	8,9	69,7	5,0	10,6	1,7	2,4
Uthukela	*	14,5	78,1	3,9	1,8	*	1,6
Zululand	*	5,5	82,7	4,3	3,9	1,6	2,1
eThekwini	2,4	15,2	75,4	6,1	0,6	0,3	*
iLembe	4,0	9,0	74,0	2,8	1,2	3,4	5,6
KZN	**2,5**	**14,4**	**73,2**	**7,2**	**1,5**	**0,6**	**0,6**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages were calculated within vehicle access.
Other includes: Bicycles, station wagon, 4x4s owned by household/relatives/friends

Table 7.7 shows households who own and use at least one type of vehicle. Seventy-three per cent(73,2%) of households in the province owned a household car/bakkie/station wagon/4x4, followed by those who had access to a company car/bakkie/station wagon/4x4 and a relative's/friend's car/bakkie/station wagon/4x4 (14,4% and 7,2%, respectively). Households who had access to a motorcycle accounted for only 2,5%, while almost one per cent (1,5%) had access to a minibus/kombi.

Compared to other districts, households in King Cetshwayo (89,4%) were most likely to own a household car/bakkie/station wagon/4x4.

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

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

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

	Travel time(Per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	45,8	32,3	17,7	4,2	**100,0**
Other shops	27,1	37,8	27,1	8,0	**100,0**
Religious institution	41,3	30,3	8,7	19,7	**100,0**
Medical service	34,2	43,5	17,4	4,9	**100,0**
Post office	26,1	33,9	16,9	23,2	**100,0**
Welfare office	17,7	34,6	24,1	23,6	**100,0**
Police station	30,6	37,3	19,6	12,6	**100,0**
Municipal office	21,5	36,9	24,0	17,5	**100,0**
Home Affairs	14,9	37,6	33,2	14,3	**100,0**
Library	22,9	26,4	15,8	34,8	**100,0**
Tribal authority	18,5	23,0	11,4	47,1	**100,0**
Financial services/banks	27,3	40,0	26,1	6,6	**100,0**

Total excludes unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (45,8%) travelled 15 minutes or less, followed by 32,3% who travelled between 16 and 30 minutes. Almost four in ten households in the province who travelled to police stations travelled at most between 16 to 30 minutes (37,3%) and 30,6% travelled up to 15 minutes to get there. At least three in ten households travelled to a post office between 16 to 30 minutes and another two in ten travelled for more than 60 minutes to go to the post office (33,9% and 23,2%, respectively).

More than a quarter (34,8%) of the households who travelled to a library travelled more than an hour. Tribal authority are other facilities were the majority of people travelled for more than an hour (47,1%).

Figure 7.4: Main modes of travel usually used by households, 2013 and 2020

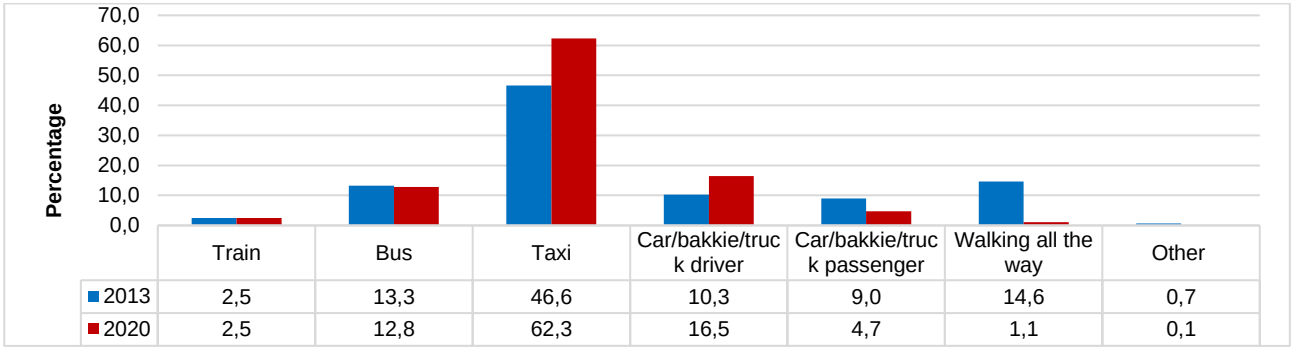


Figure 7.4 compares the main modes of travel usually used by households between 2013 and 2020. More households selected a taxi as their usual mode of travel in 2020 (62,3%) than in 2013 (46,6%), followed by 16,5% of households who usually used a car/truck as the driver as opposed to 10,3% in 2013. There was a significant decrease amongst those who walked all the way (from 14,6% in 2013 to 1,1% in 2020). In 2020, 12,8% of households in KwaZulu-Natal selected travelling by bus and (2,5%) by train as their usual mode of travel in both 2013 and 2020.

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

Mode	Service/facility (Per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	27,7	5,6	41,8	22,3	11,1	5,8	14,6	7,4	4,7	14,7	22,3	6,4
Train	0,1	0,1	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0	0,0	0,0
Bus	2,3	3,6	1,3	2,8	2,2	3,8	2,8	3,0	3,8	1,7	1,8	3,5
Taxi	43,8	58,3	18,5	47,3	44,0	51,6	49,9	52,7	58,2	35,5	20,7	61,1
Car/bakkie/minibus driver	5,4	8,3	4,2	5,9	5,2	5,0	5,5	5,3	5,3	4,2	3,1	5,7
Car/bakkie passenger	19,4	19,9	15,1	18,9	16,9	14,5	16,7	17,9	18,3	11,2	7,2	20,5
Other modes	*	0,3	0,4	0,2	0,2	0,1	0,2	0,2	0,2	0,1	0,2	0,4
Do not need to get there	1,2	3,8	17	2,5	19,3	18,7	10,1	13,1	9,4	30,8	41,7	2,4
Cannot get there	0,2	0,2	1,6	0,2	1,3	0,6	0,2	0,3	0,1	1,7	3,0	0,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.9 shows that a significant proportion of households can walk to most of the facilities and services; 27,7% of households walked to food or grocery shops, while 41,8% walked to religious institutions, and 22,3% walked to medical services. Taxis were the most used mode of travel to access these facilities and services. More than half of households used a taxi to go to Home Affairs offices (58,2%), while 58,3% travelled by taxi for visiting other shops and 61,1% travelled by taxi to access financial services/banks. Taxis were also the main mode of travel to the police station (49,9%) and accessing municipal offices (52,7%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting financial services/bank (20,5%), other shop (19,9%) and food or grocery shops (19,4%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

7.4 Attitudes and perceptions about transport

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

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

	District municipality (Per cent within KZN)											
Transport-related problems	**Amajuba**	**Harry Gwala**	**King Cetshwayo**	**Ugu**	**Umgungundlovu**	**Umkhanyakude**	**Umzinyathi**	**Uthukela**	**Zululand**	**eThekwini**	**iLembe**	**KZN**
No transport problems	6,1	4,1	10,6	7,3	15,3	3,8	0,4	0,1	18,5	11,6	6,2	**9,4**
Poor condition of roads	14,5	15,5	17,5	21,8	10,5	25,8	6,9	19,1	18,4	4,1	14,7	**11,6**
Rude drivers	4,6	1,2	1,3	2,2	1,1	1,9	1,6	3,7	0,6	4,4	3,2	**3,0**
Overload	8,3	10,8	4,5	5,9	1,0	1,7	1,3	10,3	0,5	2,6	4,6	**3,9**
Congestion	3,1	1,0	0,9	0,3	2,5	0,1	0,2	0,4	0,0	5,7	0,6	**2,9**
Crime	4,5	1,9	0,4	0,5	4,7	2,7	2,7	9,8	0,1	4,1	3,2	**3,6**
Toll fees	1,2	*	0,0	1,4	0	0,2	*	*	*	0,1	2,1	**0,3**
Parking	1,4	*	0,0	0,1	0,1	*	*	0,7	*	0,8	0,4	**0,5**
Other	2,2	0,5	1,6	5,5	1,4	0,9	0	*	5,2	0,6	0,6	**1,4**
Taxi												
Taxis too expensive	11,6	16,7	4,6	9,1	9,4	13,3	17,3	20,9	8,7	6,7	18,3	**10,2**
Reckless driving by taxi drivers	5,1	1,1	1,0	1,8	1,8	0,7	3,0	3,2	0,6	5,1	3,5	**3,3**
No taxis at specific times	4,1	2,6	3,8	10,1	4,0	8,5	14,6	3,2	6,5	4,1	2,3	**5,0**
Taxis too far	2,9	7,7	5,2	7,5	6,3	8,8	3,6	4,2	8,9	3,8	10,8	**5,5**
No taxis available	2,4	1,8	5,6	1,7	3,2	10,7	1,6	1,2	3,5	1,6	2,6	**2,7**
Bus												
No buses available	3,9	29,2	13,2	11,2	24,7	18,1	36,9	10,7	22,4	12,2	16,5	**15,9**
No buses at specific times	14,2	1,8	15	7,6	2,5	1,8	8,3	2,8	3,3	9,7	2,4	**7,4**
Buses too far	5,2	1,0	6,1	1,3	2,8	0,5	0,2	4,0	1,5	4,7	1	**3,4**
Buses too expensive	0,2	0,3	1,0	1,2	1,9	0,2	*	0,2	*	3,0	0,5	**1,6**
Reckless driving by bus drivers	0,7	0,8	0,2	0,5	1,2	*	0,3	1,0	*	0,9	0,4	**0,7**
Train												
No trains available	3,2	1	7,1	1,7	3,2	*	0,3	1,0	0,8	6,5	0,6	**3,9**
Trains are not available	0,2	0,3	0,1	0,2	0,1	*	0,1	0,1	*	1,2	1,7	**0,6**
Trains too far	0,0	0,2	0,1	0,4	1,0	*	*	1,6	0,2	5,2	3,5	**2,5**
No trains at specific times	0,1	0,0	*	0,1	0,4	0,1	0,4	0,6	0,1	1,2	0,3	**0,6**
Trains too expensive	0,1	0,5	*	0,5	0,4	0,1	0,3	1,0	0,1	0,1	0,4	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

In KwaZulu-Natal, about ten per cent (10,2%) of households considered taxis too expensive as one of their transport-related problems. The two district municipalities where taxis were too expensive are uThukela (20,9%) and iLembe (18,3%).

About sixteen percent (15,9%) of households identified unavailability of buses as their main transport-related problem. uMzinyathi (36,9%), Harry Gwala (29,2%) and uMgungundlovu (24,7%) had the highest percentage of households that mentioned this particular problem.

No trains available was the most common problem among train users in the province at 3,9%, followed by train too far (2,5%). District municipalities which were most likely to have no trains available as a problem was King Cetshwayo (7,1%) and eThekwini (6,5%).

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

Factors influencing households choice of mode of travel	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Travel time	21,1	11,2	39,3	16,3	2,6	0,3	13,3	13,1	31,8	35,0	15,3	**23,5**
Travel cost	28,2	49,7	21,8	16,8	30,1	3,9	27,0	61,1	9,9	27,3	37,9	**28,1**
Safety from accidents	3,0	1,0	1,0	2,1	3,1	0,3	8,9	0,5	0,9	3,2	3,0	**2,6**
Security from crime	1,4	0,3	0,6	0,6	2,0	0,1	3,3	0,4	0,3	1,2	3,3	**1,2**
Flexibility (you can travel wherever you want, whenever you want)	33,9	2,7	18,9	13,6	21,8	8,9	22,7	1,4	22,2	10,4	3,4	**13,3**
Drivers attitude	1,4	0,2	0,4	1,6	0,2	0,1	0,7	0,2	0,1	0,5	2,7	**0,6**
Distance from home to transport/ accessibility	3,6	12,1	2,8	4,4	4,2	6,9	2,4	3,2	3,6	6,6	19,5	**6,3**
Comfort	1,3	2,6	3,8	7,2	4,8	0,9	1,2	0,1	3,5	6,6	7,5	**4,8**
Timetable not available/ information inaccurate	*	*	0,2	1,5	0,4	*	0,3	*	1,0	0,5	0,5	**0,4**
Reliability	5,7	19,4	10,2	27,8	30,5	78,5	20	19,9	16,9	8,2	4,5	**17,5**
Other	0,4	0,8	1,0	8,2	0,2	*	*	*	9,8	0,6	2,5	**1,6**
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**

Other include: Timetable not available/ information not accurate

According to Table 7.11, travel cost (28,1%) and travel time (23,5%) were the biggest determinants of mode choice. Households in uThukela (61,1%), Harry Gwala (49,7%) and iLembe (37,9%) cited that travel cost influenced their mode of transport, while 39,3% of households in King Cetshwayo were most concerned about travel costs and 33,9% in Amajuba were concerned with flexibility.

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

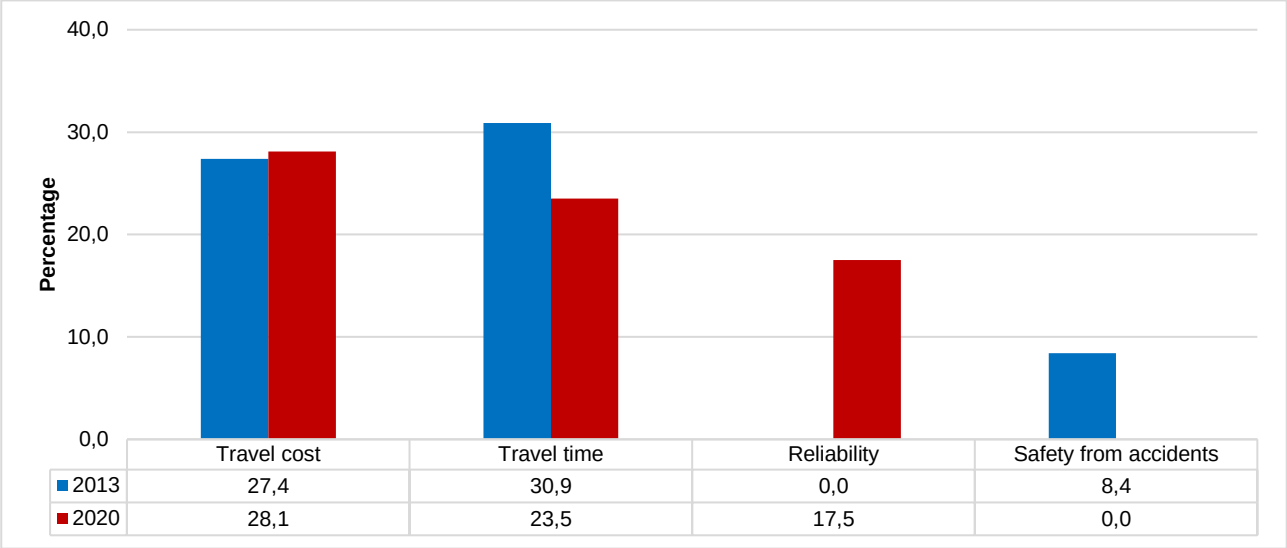
District municipality	Factors prioritised	Per cent of households within the province
Amajuba	Flexibility (you can travel wherever you want, whenever you want)	33,9
	Travel cost	28,2
	Travel time	21,1
Harry Gwala	Travel cost	49,7
	Reliability	19,4
	Distance from home to transport/accessibility	12,1
King Cetshwayo	Travel time	39,3
	Travel cost	21,8
	Flexibility (you can travel wherever you want, whenever you want)	18,9
Ugu	Reliability	27,8
	Travel cost	16,8
	Travel time	16,3
Umgungundlovu	Reliability	30,5
	Travel cost	30,1
	Flexibility (you can travel wherever you want, whenever you want)	21,8
Umkhanyakude	Reliability	78,5
	Flexibility (you can travel wherever you want, whenever you want)	8,9
	Distance from home to transport/accessibility	6,9
Umzinyathi	Travel cost	27,0
	Flexibility (you can travel wherever you want, whenever you want)	22,7
	Reliability	20,0
Uthukela	Travel cost	61,1
	Reliability	19,9
	Travel time	13,1
Zululand	Travel time	31,8
	Flexibility (you can travel wherever you want, whenever you want)	22,2
	Reliability	16,9
eThekwini	Travel time	35,0
	Travel cost	27,3
	Flexibility (you can travel wherever you want, whenever you want)	10,4
iLembe	Travel cost	37,9
	Distance from home to transport/accessibility	19,5
	Travel time	15,3
Total	**Travel cost**	**28,1**
	Travel time	**23,5**
	Reliability	**17,5**
Geographic location		
Urban	Travel time	26,5
	Travel cost	25,6
	Reliability	15,6
Rural	Travel cost	31,1
	Travel time	19,9
	Reliability	19,9

Total used to calculate percentages excluded unspecified cases.

Table 7.12 compares the factors influencing households' choices of mode of travel. Travel cost came out on top in four districts, followed by travel time and reliability. Notwithstanding, in eThekwini travel time was the number one factor influencing the household's mode of transport, followed by travel cost. In Amajuba the factor that most influenced the household's decision was flexibility.

In terms of geographic location, travel cost was on top in rural areas (31,1%) followed by travel time (19,9%). However, in urban areas travel time was on top at 26,5%, followed by travel cost (25,6%).

Figure 7.5: Most important factors influencing household's choice of mode of travel, 2013 and 2020



	Travel cost	Travel time	Reliability	Safety from accidents
2013	27,4	30,9	0,0	8,4
2020	28,1	23,5	17,5	0,0

Figure 7.5 shows that travel time and travel cost remain the top two factors influencing the household's travel mode of choice. In 2013, 30,9% of households identified travel time as the biggest determinant of modal choice, followed by travel cost (27,4%) and safety from accidents (8,4%). In 2020, travel cost surpassed travel time as a provincial priority (28,1%), while travel time was important to 23,5% of households and reliability was mentioned by 17,5% of households.

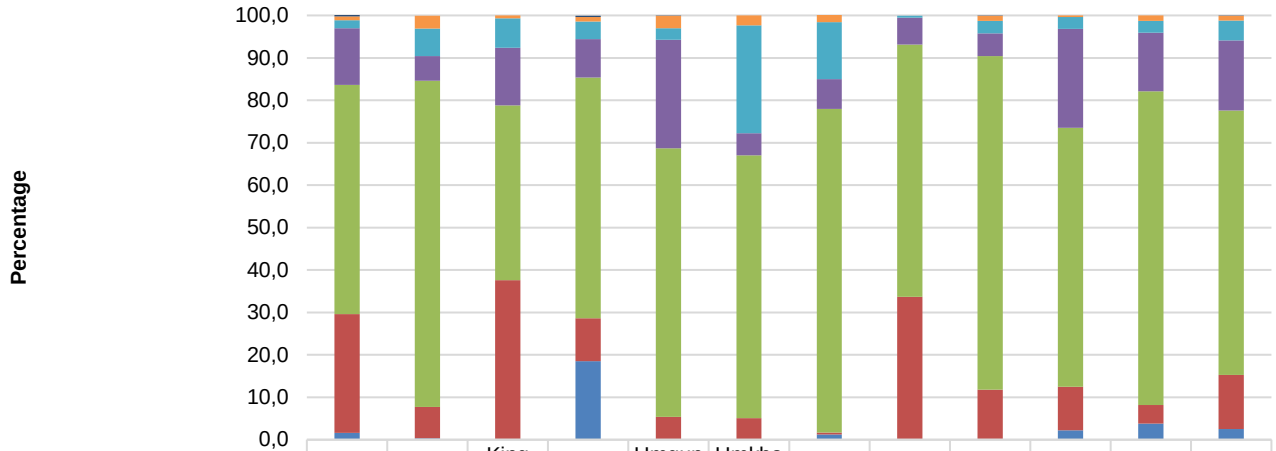
Table 7.13: Main modes of travel usually used by households by district municipality, 2020

	District municipality (Per cent within district municipality)											
Mode of travel	**Amajuba**	**Harry Gwala**	**King Cetshwayo**	**Ugu**	**Umgungundlovu**	**Umkhanyakude**	**Umzinyathi**	**Uthukela**	**Zululand**	**eThekwini**	**iLembe**	**KZN**
Train	1,6	0,3	0,2	18,5	0,1	*	1,2	*	0,2	2,2	3,8	**2,5**
Bus	28	7,4	37,4	10,1	5,3	5,1	0,5	33,7	11,6	10,3	4,4	**12,8**
Taxi	54	76,9	41,2	56,8	63,3	61,9	76,3	59,4	78,6	61	73,9	**62,3**
Car/bakkie/truck driver	13,4	5,8	13,6	9,0	25,6	5,2	7,0	6,4	5,4	23,3	13,8	**16,5**
Car/bakkie/ truck passenger	1,9	6,5	6,9	4,2	2,7	25,5	13,4	0,4	2,9	2,8	2,8	**4,7**
Walking all the way	0,9	3	0,7	1,0	2,9	2,3	1,7	*	1,2	0,4	1,3	**1,1**
Other	0,3	*	*	0,3	0,1	*	*	*	0,1	*	*	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.13 shows the main modes of travel usually used by households by district municipality. Taxis were the main mode with 62,3%, followed by car/bakkie/truck driver (16,5%), and bus (12,8%). Car/bakkie/truck passengers were more common in uMkhanyakude (25,5%). Only one per cent of households walked all the way (1,1%).

Figure 7.6: Main mode of travel usually used by households by district municipality, 2013 and 2020



	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
Other	0,3	0,0	0,0	0,3	0,1	0,0	0,0	0,0	0,1	0,0	0,0	0,1
Walking all the way	0,9	3,0	0,7	1,0	2,9	2,3	1,7	0,0	1,2	0,4	1,3	1,1
Car/bakkie/truck passenger	1,9	6,5	6,9	4,2	2,7	25,5	13,4	0,4	2,9	2,8	2,8	4,7
Car/bakkie/truck driver	13,4	5,8	13,6	9,0	25,6	5,2	7,0	6,4	5,4	23,3	13,8	16,5
Taxi	54,0	76,9	41,2	56,8	63,3	61,9	76,3	59,4	78,6	61,0	73,9	62,3
Bus	28,0	7,4	37,4	10,1	5,3	5,1	0,5	33,7	11,6	10,3	4,4	12,8
Train	1,6	0,3	0,2	18,5	0,1	0,0	1,2	0,0	0,2	2,2	3,8	2,5

Taxis were the main mode of travel usually used by household (62,3%), followed by car/bakkie/truck driver (16,5%), and bus (12,8%) as shown in Figure 7.5. Districts using taxis with a higher percentage than the national average are Zululand (78,6%), Harry Gwala (76,9%), uMzinyathi (76,3%), iLembe (73,9%) and uMgungundlovu (63,3%). Car/bakkie/truck passengers were more common in uMkhanyakude (25,5%) and uMzinyathi (13,4%). Only one per cent of households walked all the way (1,1%), with uMgungundlovu having almost two per cent of household who usually used to walk (2,3%).

7.5 Household use of public transport at a glance

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

Location		Mode of travel (Per cent within province)					
		Taxis		Buses		Trains	
District municipality							
Amajuba	Number	*	92	*	38	*	*
	Per cent	66,4	70,7	67,7	29,3	*	*
Harry Gwala	Number	*	109	*	13	*	*
	Per cent	80,1	89,0	11,9	11,0	0,4	*
King Cetshwayo	Number	*	144	*	75	*	*
	Per cent	65,6	65,8	32,0	34,2	1,3	*
Ugu	Number	*	154	*	29	*	*
	Per cent	87,1	84,1	12,0	15,9	3,1	*
Umgungundlovu	Number	*	212	*	19	*	*
	Per cent	81,0	91,6	15,8	8,4	1,7	*
Umkhanyakude	Number	*	100	*	15	*	*
	Per cent	67,9	87,3	19,7	12,7	0,4	*
Umzinyathi	Number	*	86	*		*	*
	Per cent	81,0	99,7	5,8	0,3	0,7	*
Uthukela	Number	*	97	*	77	*	*
	Per cent	88,7	55,8	20,6	44,2	0,7	*
Zululand	Number	*	148	*	28	*	*
	Per cent	83,5	84,0	25,7	16,0	0,9	*
eThekwini	Number	*	775	*	165	*	44
	Per cent	74,6	78,8	28,5	16,8	11,5	4,4
iLembe	Number	*	96	*	5	*	6
	Per cent	94,7	90,1	8,5	4,4	6,7	5,5
KZN	**Number**	*****	**2 014**	*****	**465**	*****	**50**
	Per cent	**78,8**	**79,7**	**23,0**	**18,4**	**6,0**	**2,0**
Geographic region							
Urban	Number	*	1 001	*	225	*	43
	Per cent	75,2	78,9	14,9	17,7	4,3	3,4
Rural	Number	*	1 013	*	240	*	6
	Per cent	85,6	80,5	22,0	19,0	2,9	0,5

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

Table 7.14 presents use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all districts and geographic locations. Approximately 79% of households used taxis to travel and only 2% used trains as their mode of travel in 2020. There was a slight decrease in percentage of taxi usage by households from 79,7% in 2013 to 78,8% in 2020. Similarly with train usage, there was a decrease from 6% in 2013 to 2% in 2020.

Bus usage among households saw an increase as opposed to other public modes of transport; the percentage increased from 18,4% to 23%.

7.6 Use of minibus taxis

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

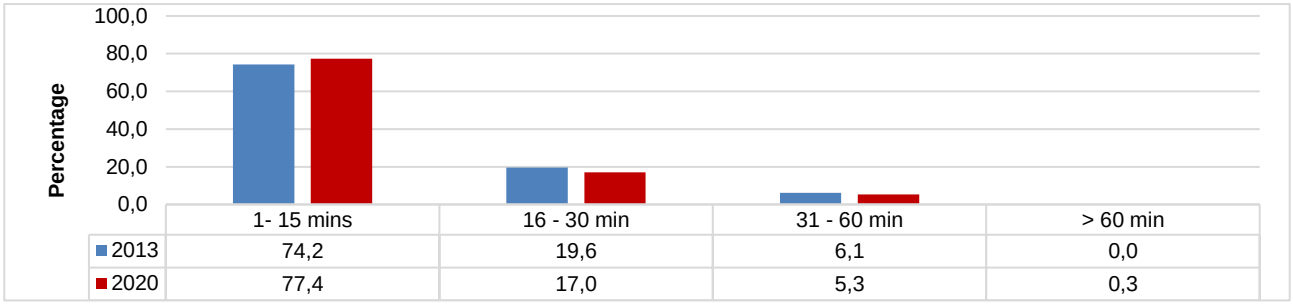
District municipality	Time category (Per cent within district municipality)				Total
	1-15 mins	16-30 min	31-60 min	> 60 min	
Amajuba	90,4	8,2	1,5	*	**100,0**
Harry Gwala	79,0	17,5	2,9	0,6	**100,0**
King Cetshwayo	73,4	16,5	9,9	0,1	**100,0**
Ugu	74,7	21,0	4,1	0,3	**100,0**
Umgungundlovu	87,4	10,2	2,3	0,1	**100,0**
Umkhanyakude	73,0	17,3	8,4	1,2	**100,0**
Umzinyathi	70,1	24,6	5,1	0,2	**100,0**
Uthukela	39,6	22,0	36,2	2,3	**100,0**
Zululand	80,8	16,1	3,2	*	**100,0**
eThekwini	81,4	17,4	1,2	*	**100,0**
iLembe	76,3	18,9	3,7	1,1	**100,0**
KZN	**77,4**	**17,0**	**5,3**	**0,3**	**100,0**
Geographic location					
Urban	82,9	15,3	1,8	*	**100,0**
Rural	71,0	18,9	9,3	0,7	**100,0**

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

Table 7.15 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 (77,4%), followed by those who walked 16 to 30 minutes (17,0%), while only 5,3% walked more than 30 minutes.

The same pattern was observed in all municipalities. Most households walked1–15 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 urban areas; they also constituted the largest proportion of those who walked between 16 and 30 minutes (18,9%) and those who walked 31- 60 minutes (9,3%).

Figure 7.7: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020



Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2020, most households walked for 15 minutes or less to their nearest taxi rank/route (77,4%). A further 17,0% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank increased from 74,2% in 2013 to 77,4% in 2020. Similarly, the proportion of households who had to walk 60 minutes or more increased slightly from 0,0% in 2013 to 0,3% in 2020.

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

Year	Per cent of non-users	District municipality (Per cent within district municipality, all reasons combined)											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	Not available	31,7	32,2	38,0	15,7	36,4	38,9	65,3	16,1	27,3	17,1	63,5	**25,2**
	Prefer bus	11,0	2,9	7,6	3,7	1,1	0,5	2,0	2,3	1,3	3,6	4,4	**3,3**
	Prefer private transport	22,0	21,6	13,6	38,8	31,6	7,2	16,5	48,1	26,8	46	*	**37,2**
	Can walk	*	9,4	3,4	7,6	0,8	2,6	5,1	2,4	3	3,1	*	**3,3**
	Don't travel much	2,6	12,0	13,7	17,8	9,5	8,5	5,7	4,8	3,7	3,8	15,8	**5,9**
	Reasons relating to service attributes	30,7	22,0	21,8	10,2	15,1	42,5	5,3	26,4	35,5	24,3	16,3	**23,2**
	Other reasons	2,0	*	1,8	6,3	5,6	*	*	*	2,4	2,2	*	**1,9**
	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**
2020	Not available	13,2	33,2	45,9	29,6	19,6	59,5	47,5	21,1	25	7,8	13,8	**19,5**
	Prefer train	*	*	*	*	0,5	*	*	0,5	*	0,1	1,6	**0,3**
	Prefer bus	12,2	3,1	6,1	2,0	2,6	3,4	*	10,6	2,4	2,1	0,5	**3,7**
	Prefer private transport	22,9	9,1	22,8	19,2	37,9	7,4	8,3	0,4	29,5	42,5	20,2	**28,9**
	Can walk	9,2	19,4	1,3	1,2	4,0	2,7	1,4	5,1	6,7	10,8	3,9	**7,4**
	Don't travel much	2,0	9,9	2,7	6,2	6,9	3,4	0,1	2,4	5,6	4,3	12,6	**4,9**
	Reasons relating to service attributes	39,6	25,3	19,2	25,4	26,1	15,2	42,3	59,7	23,7	29,8	45,5	**32,6**
	Other	0,9	*	1,9	16,4	2,5	8,4	0,5	0,1	7,2	2,4	2	**2,7**
	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**

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

The main reason that was given by households in the province for not using minibus taxis in 2020 was reasons relating to service attributes (32,6%) as shown in Table 7.16. Preferred private transport (28,9%) was also cited as a reason for not having used minibus taxis in the calendar month preceding the survey. In 2013 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%).

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

Indicator	Statistics ('000)	District municipality (Per cent within district municipality)										
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	KZN
Not available	Number	9	18	48	15	37	36	24	33	8	49	**13**
	Per cent	13,2	33,2	45,9	29,6	19,6	59,5	47,5	21,1	25	7,8	**13,8**
Prefer train	Number	*	*	*	*	1	*	*	1	*	1	**2**
	Per cent	*	*	*	*	0,5	*	*	0,5	*	0,1	**1,6**
Prefer bus	Number	8	2	6	1	5	2	*	17	1	13	
	Per cent	12,2	3,1	6,1	2,0	2,6	3,4	*	10,6	2,4	2,1	**0,5**
Prefer private transport	Number	15	5	24	10	71	4	4	1	9	267	**19**
	Per cent	22,9	9,1	22,8	19,2	37,9	7,4	8,3	0,4	29,5	42,5	**20,2**
Can walk	Number	6	10	1	1	7	2	1	8	2	68	**4**
	Per cent	9,2	19,4	1,3	1,2	4,0	2,7	1,4	5,1	6,7	10,8	**3,9**
Don't travel much	Number	1	5	3	3	13	2		4	2	27	**12**
	Per cent	2	9,9	2,7	6,2	6,9	3,4	0,1	2,4	5,6	4,3	**12,6**
Reasons relating to service attributes	Number	26	14	20	13	49	9	22	94	7	187	**44**
	Per cent	39,6	25,3	19,2	25,4	26,1	15,2	42,3	59,7	23,7	29,8	**45,5**
Other	Number	1	*	2	9	5	5			2	15	**2**
	Per cent	0,9	*	1,9	16,4	2,5	8,4	0,5	0,1	7,2	2,4	**2**
Total	**Number**	**66**	**54**	**105**	**52**	**188**	**61**	**51**	**157**	**31**	**627**	**96**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The main reason that was given by households in the province for not using minibus taxis was reasons relating to service attributes (45,5%) as shown in Table 7.17. Preferred private transport (20,2%) was also cited as a reason for not having used minibus taxis in the calendar month preceding the survey.

The DMs with a significant percentage of households that mentioned reasons relating to service attributes as the main reason for not using taxis were uThukela (59,7%), iLembe (45,5%) and Amajuba (39,6%).

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

Attributes of the minibus taxi service	District municipality (Per cent across district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
The distance between the taxi rank/route and your home	4,3	7,4	9,6	8,8	11,3	8,3	4,4	2,6	9,5	27,2	6,5	**100,0**
The travel time by taxi	4,5	8,1	10,8	9,7	9,5	7,1	5	3	7,5	28,8	6,1	**100,0**
Security on the walk to/from the taxi rank	6,4	4,6	11,1	7,7	10,2	3,6	3,2	4	7,2	35	7,1	**100,0**
Security at the taxi rank	6,6	4,6	8,7	9,6	9,7	2,1	2,6	4,6	7,3	37,8	6,5	**100,0**
Security on the taxis	3,8	4,1	10,9	5,7	10,3	1,5	2,5	5,9	4,2	42,7	8,3	**100,0**
The level of crowding in the taxis	4,5	5,7	8,5	13,8	9,6	2,6	3,2	5,5	5,9	34	6,8	**100,0**
Safety from accident	6,3	5,3	7,3	11,1	8,4	5	3,8	5,5	2,5	35,5	9,5	**100,0**
The frequency of taxi during peak period	4	8,1	10	9,1	12,1	7,4	3,4	4,6	8,9	24,6	7,9	**100,0**
The frequency of taxis during off-peak period	4,6	6,1	9,4	13,8	14,5	4,4	6,1	3,9	6,5	26,1	4,8	**100,0**
The waiting time for taxis	4,3	6,7	8,8	12	11,3	6,5	5,6	4,7	8,8	26	5,2	**100,0**
The taxi fare	4,9	6	7,1	8,4	11	6	4,9	5,2	7,6	34	4,9	**100,0**
The facilities at the taxi rank, e.g. shelters	5,2	5,4	7,7	11,1	10,6	7,1	3,7	3,1	8,9	32	5,1	**100,0**
Roadworthiness of taxis	4,6	6,4	8,9	8,2	11,2	5,2	4,4	6	7,2	30,3	7,4	**100,0**
Behaviour of the taxi drivers towards passengers	5,7	3,9	7,2	7,6	10,5	3,1	3,3	6,5	4,9	39,2	7,9	**100,0**
The taxi service overall	3,7	7,5	7,8	8,8	12,2	6,3	4,9	5,5	6,7	31	5,6	**100,0**

Attributes of the minibus taxi service	District municipality (Per cent within district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
The distance between the taxi rank/route and your home	27,4	38	42,3	38	35,8	51,8	30,4	16,4	38,0	22,0	42,6	**34,4**
The travel time by taxi	21,5	32,3	37,3	34	25	34,8	30,4	15,8	24,2	18,9	32,3	**27,6**
Security on the walk to/from the taxi rank	42,3	31,3	47,6	31,8	29,8	24,3	22,6	27,2	29,3	28,7	44,9	**32,8**
Security at the taxi rank	39,7	28,5	36,8	35,8	27,6	13,7	18,4	30,1	29,1	31,5	40,2	**30,1**
Security on the taxis	19,5	19,4	35,4	17,3	23,2	7,3	15,4	31,3	14,4	27,7	39,6	**23,8**
The level of crowding in the taxis	31,5	31,4	39,7	57,7	34,7	15,8	22	40,1	25,7	28,5	45,6	**33,5**
Safety from accident	37,2	25,3	29,5	39,1	23,9	29,5	24,7	36,5	11	27,3	53,8	**29,1**
The frequency of taxis during peak period	25,9	42,2	44,4	34	41,4	47,4	22	28,7	36,1	20,7	49,5	**35,5**
The frequency of taxis during off-peak period	38,2	41,3	52,4	69,5	60,1	36,5	56,7	32,5	35	25,2	39,6	**45,5**
The waiting time for taxis	37,7	47,9	53,4	66	55,3	58,2	55,8	41,2	50,3	29,6	48	**48,9**
The taxi fare	56,2	55,6	55,6	61,5	63,2	65,8	64,6	57,9	58,4	49,1	54,4	**58,1**
The facilities at the taxi rank, e.g. shelters	63,8	58,3	62,2	82,5	65,2	81,0	54,1	37,1	67,9	47,7	62,6	**61,0**
Roadworthiness of taxis	34,1	39,1	47,6	38,8	48,9	37,1	36,9	43,9	35,9	29,3	52,5	**40,9**
Behaviour of the taxi drivers towards passengers	34,1	20,5	30,4	26,1	32,2	16,4	24,7	39,5	19,5	31,6	46	**29,5**
The taxi service overall	25,6	43,9	39,6	40,7	45,8	42,7	39,3	39,8	32,5	28,3	40	**38,4**

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

Table 7.18 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 (61%) and taxi fares (58,1%). Facilities at taxi ranks were most likely to be problematic in Ugu (82,5%) and uMkhanyakude (81%), whilst taxi fares were an important source of dissatisfaction in uMkhanyakude (65,8%), uMzinyathi (64,6%) and uMgungundlovu (63,2%).

Most households who indicated their dissatisfaction of the distance between the taxi rank/route and their homes were found in uMkhanyakude (51,8%), iLembe (42,6%), and King Cetshwayo (42,3%). Dissatisfaction with the taxi service overall was greatly indicated by households living in uMgungundlovu (45,8%), Harry Gwala (43,9%) and uMkhanyakude (42,7%).

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

	KZN (Per cent within KZN)	
Attributes of the minibus taxi service	**2013**	**2020**
Dissatisfaction		
The distance between the taxi rank/route and your home	34,0	34,4
The travel time by taxi	25,1	27,6
Security on the walk to/from the taxi rank	41,6	32,8
Security at the taxi rank	41,7	30,1
Security on the taxis	37,8	23,8
The level of crowding in the taxis	47,0	33,5
Safety from accident	49,1	29,1
The frequency of taxis during peak period	42,8	35,5
The frequency of taxis during off-peak period	47,2	45,5
The waiting time for taxis	49,1	48,9
The taxi fare	55,6	58,1
The facilities at the taxi rank, e.g. shelters	59,5	61,0
Roadworthiness of taxis	47,1	40,9
Behaviour of the taxi drivers towards passengers	44,0	29,5
The taxi service overall	43,0	38,4

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction level with minibus taxi services between 2013 and 2020. Facilities at the taxi rank and taxi fare remained the highest reason indicated for dissatisfaction with minibus taxi services, while travel time by taxi remained the least between 2013 and 2020. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction increased from 59,5% in 2013 to 61,0% in 2020. The taxi service overall as a reason for dissatisfaction showed a significant decline of -4,6% percentage points.

7.7 Use of buses

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

District municipality	Time taken to walk to the nearest bus stop/station (Per cent within district municipality)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Amajuba	87,2	10,0	1,7	1,1	**100,0**
Harry Gwala	84,5	13,5	1,8	0,2	**100,0**
King Cetshwayo	75,1	21,9	2,3	0,7	**100,0**
Ugu	75,0	20,4	3,2	1,4	**100,0**
Umgungundlovu	84,7	13,9	0,2	1,3	**100,0**
Umkhanyakude	56,2	30,4	6,3	7,2	**100,0**
Umzinyathi	15,3	31,2	*	53,5	**100,0**
Uthukela	7,2	17,4	37,8	37,6	**100,0**
Zululand	82,3	16,6	0,9	0,2	**100,0**
eThekwini	70,5	24,4	2,5	2,5	**100,0**
iLembe	77,9	17,6	2,7	1,7	**100,0**
KZN	**68,3**	**21,1**	**5,4**	**5,1**	**100,0**

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

Table 7.20 shows that most households in KwaZulu-Natal (68,3%) walked 15 minutes or less to the nearest bus stop, followed by those who walked between 16 and 30 minutes (21,1%), while 10,5% walked for more than 30 minutes.

UThukela had the highest percentage of households who walked between 30 to 45 minutes and 46 to 60 minute at 37,8% and 37,6%, respectively. More than half of the households in uMzinyathi (53,5%) walked more than 45 minutes.

Figure 7.8: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020

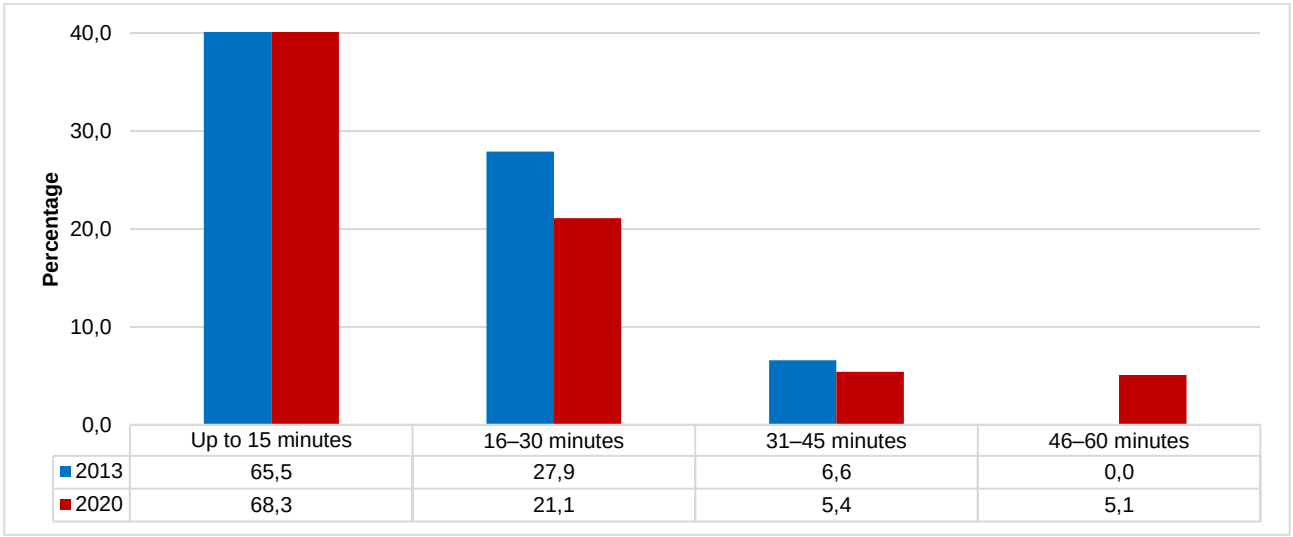


Figure 7.8 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between 1 to 15 minutes to the bus stop/station increased from 65,5% in 2013 to 68,3% in 2020. Those who walked between 16 to 30 minutes decreased from 27,9% in 2013 to 21,1% in 2020. A notable increase was observed among those who walked between 46 to 60 minutes (0,0% in 2013 to 5,1% in 2020).

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

Year	Reasons	District municipality (Per cent within province, all reasons combined)											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	Not available	13,4	75,8	21,9	61,8	64,1	40,7	83,8	44,9	61,2	26,7	52,1	**41,1**
	Prefer taxi	13,3	5,1	12,8	7,3	9,6	2,2	4	25,4	4,2	13,9	4,4	**12,2**
	Prefer private transport	10,4	2,2	5,6	3,8	5	2,2	2	5,6	3,4	14,4	*	**8,3**
	Can walk	7,9	1,4	2,4	0,4	2	1,4	0,8	2,7	0,7	2	0,2	**2**
	Don't travel much	7	3,3	8	1,8	5,6	4	2,6	2,5	3	3,7	2,3	**3,3**
	Reasons relating to service attributes	40,9	12,1	48,7	24,9	13,4	49,4	6,5	18,8	27,4	37	41,1	**32,0**
	Other reasons	7	*	0,6	*	0,3	*	0,4	0,2	0	2,4	*	**1,2**
	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**
2020	Not available	7,9	59,7	24,7	49,6	46,7	45,6	76,5	19,6	45	19,5	54,6	**33,2**
	Prefer taxi	12,1	13,3	12	7,9	14,6	27,2	3	2,9	26,1	8	7,4	**11,1**
	Prefer train	0,3	0,3	0,1	*	0,2	*	*	0,1	0,3	0,2	0,7	**0,2**
	Prefer private transport	11,4	2,5	11,9	3,9	10,5	2,4	1,4	0,3	4,7	14	7	**9,6**
	Can walk	3,4	6,5	1,6	0,1	4,9	0,2	0,9	1,3	2,1	3,7	0,8	**3**
	Don't travel much	1,7	5,7	3,3	2,4	9,2	5,1	3,3	1,3	5,7	1,6	3	**3,4**
	Reasons relating to service attributes	63,1	12	45,4	31,9	12,8	17,7	14,8	74,4	14,9	52,2	26,4	**38,7**
	Other	0,2	*	0,9	4,2	1,1	1,8	*	*	1,2	0,8	0,3	**0,9**
	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**

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

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

The main reason that was given by households in the province for not using buses in 2020 was reasons relating to service attributes (38,7%) as shown in Table 7.21. Not available (33,2%) was also cited as a reason for not having used buses in the calendar month preceding the survey. In 2013 the most common reason for not using buses was that there were no buses available (41,1%), followed by reasons relating to service attributes (32,0%).

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

Attributes of the bus service	District municipality (Per cent across district municipality)											
	Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
The distance between the bus stop and your home	7,4	4,1	26,7	5,9	3,5	6,2	*	5,4	6,9	32,5	1,2	**100,0**
The travel time by bus	11,3	4,4	17,8	8,5	2,5	5,2	*	6,8	4,7	38,3	0,6	**100,0**
Security on the walk to/from the bus stop	12,3	4,3	24	5,4	2,6	4,8	0,1	6,8	4,8	33,4	1,5	**100,0**
Security at the bus stop	13,2	4,2	22,3	4,2	2,4	3,8	0,1	8	3,4	37,4	1	**100,0**
Security on the buses	9,3	5,5	21,9	2,8	2,3	2,2	*	7,8	3,9	43,9	0,4	**100,0**
The level of crowding in the bus	14,1	4,4	20,6	8,3	3,4	4,9	0,1	10	6,1	27,7	0,4	**100,0**
Safety from accidents	6,8	6,7	22,8	10,7	2,7	11,1	*	12,5	5,5	19,7	1,6	**100,0**
The frequency of buses during peak period	9,7	4,5	23,8	9	4,5	4,9	*	9	3,8	30,3	0,4	**100,0**
The frequency of buses during off-peak period	12,3	4,6	25,7	11,5	4,1	5,1	*	6,4	2,2	27,6	0,5	**100,0**
The punctuality of buses	6,5	4,2	15,8	8,8	2,7	2,3	*	8	4,9	46,1	0,6	**100,0**
The bus fares	4,6	5,1	28,6	9,3	4,4	4,8	0,1	13,8	1,4	27,4	0,5	**100,0**
The facilities at the bus stop, e.g. toilets, offices	13,6	4,1	18,2	8,2	3,9	5,5	*	7,7	7,1	30,7	1	**100,0**
Behaviour of the bus drivers towards passengers	9,7	5,9	22,2	5,6	3,6	1,9	0,2	17	1,8	32,2	*	**100,0**
The bus service overall	7,5	1,8	19,6	7,1	3,2	9,7	*	11,5	3,5	35,9	0,1	**100,0**
Availability of information	9,7	1,1	14,8	7	2,9	7,9	.	11,2	2,2	42,8	0,3	**100,0**
Attributes of the bus service	**District municipality (Per cent within district municipality)**											
	Amajuba	**Harry Gwala**	**King Cetshwayo**	**Ugu**	**Umgungundlovu**	**Umkhanyakude**	**Umzinyathi**	**Uthukela**	**Zululand**	**eThekwini**	**iLembe**	**KZN**
The distance between the bus stop and your home	24,7	22,7	45	27,3	29,1	55,6	7,9	28,2	23,5	25	29,1	**24,7**
The travel time by bus	48,8	31,8	36,8	45,5	25,5	55,6	12,2	23,5	34,8	12,5	32,4	**48,8**
Security on the walk to/from the bus stop	45,2	18,2	42,9	26	27,3	42,2	11,5	21,2	31	37,5	31,8	**45,2**
Security at the bus stop	46,4	18,2	42,5	20,8	23,6	33,3	12,9	15,3	35,8	31,3	31,5	**46,4**
Security on the buses	22,9	13,6	30,1	7,8	9,1	13,3	9,3	11,8	29,4	*	20,5	**22,9**
The level of crowding in the bus	78,3	50	57,3	58,4	40	66,7	25,4	44,7	37,4	12,5	48,9	**78,3**
Safety from accidents	9	18,2	27,2	32,5	14,5	64,4	14,3	14,1	12,3	31,3	20,4	**9**
The frequency of buses during peak period	41	50	48,4	44,2	47,3	48,9	16,5	21,2	28,3	6,3	35,8	**41**
The frequency of buses during off-peak period	54,8	54,5	56,4	63,6	41,8	55,6	14,3	14,1	27,8	6,3	40,3	**54,8**
The punctuality of buses	25,3	31,8	28,8	41,6	27,3	20	14,3	21,2	47,1	12,5	27,7	**25,3**
The bus fares	14,5	18,2	36,1	33,8	27,3	31,1	19,7	4,7	21,4	12,5	25	**14,5**
The facilities at the bus stop, e.g. toilets, offices	89,8	68,2	61,9	76,6	58,2	93,3	26,2	61,2	51,9	50	58,2	**89,8**
Behaviour of the bus drivers towards passengers	21,1	13,6	27,2	18,2	14,5	8,9	20,1	3,5	20,3	*	20,4	**21,1**
The bus service overall	24,1	36,4	30,4	27,3	27,3	75,6	18,3	15,3	28,9	6,3	27	**24,1**
Availability of information	33,7	22,7	27,9	36,4	36,4	71,1	18,6	11,8	42,8	12,5	29,7	**33,7**

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

Table 7.22 illustrates the dissatisfaction levels that bus users have with the service. In the province, most households indicated that they were dissatisfied with facilities at the bus stop (89,8%) and the level of crowding in the bus (78,3%). Facilities at the bus stop were most likely to be problematic in uMkhanyakude (93,3%) and Amajuba (89,8%), whilst the level of crowding in the bus was an important source of dissatisfaction in Amajuba (78,3%), uMkhanyakude (66,7%) and Ugu (58,4%).

Most households who indicated their dissatisfaction with the distance between the bus stop and their homes were found in uMkhanyakude (55,6%) and King Cetshwayo (45%). Dissatisfaction with the bus service overall was greatly indicated by households living in uMkhanyakude (75,6%), Harry Gwala (36,4%) and King Cetshwayo (30,4%).

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

	KZN (Per cent within KZN)	
Attributes of the bus service	**2013**	**2020**
Dissatisfaction		
The distance between the bus stop and your home	32,2	24,7
The travel time by bus	33,2	48,8
Security on the walk to/from the bus stop	41,4	45,2
Security at the bus stop	43,9	46,4
Security on the buses	37,8	22,9
The level of crowding in the bus	52,5	78,3
Safety from accidents	30,5	9,0
The frequency of buses during peak period	38,2	41,0
The frequency of buses during off-peak period	40,1	54,8
The punctuality of buses	30,1	25,3
The bus fares	29,1	14,5
The facilities at the bus stop, e.g. toilets, offices	49,6	89,8
Behaviour of the bus drivers towards passengers	24,4	21,1
The bus service overall	31,9	24,1
Availability of information	35,0	33,7

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

Table 7.23 shows the comparison of dissatisfaction level with bus services between 2013 and 2020. Facilities at the bus stop and overcrowding in the bus remained the highest reasons indicated for dissatisfaction with bus services. The proportion of households who indicated facilities at the bus stop as the reason for dissatisfaction increased from 49,6% in 2013 to 89,9% in 2020. The bus service overall as a reason for dissatisfaction showed a significant decline of -7,8% percentage points.

7.8 Use of trains

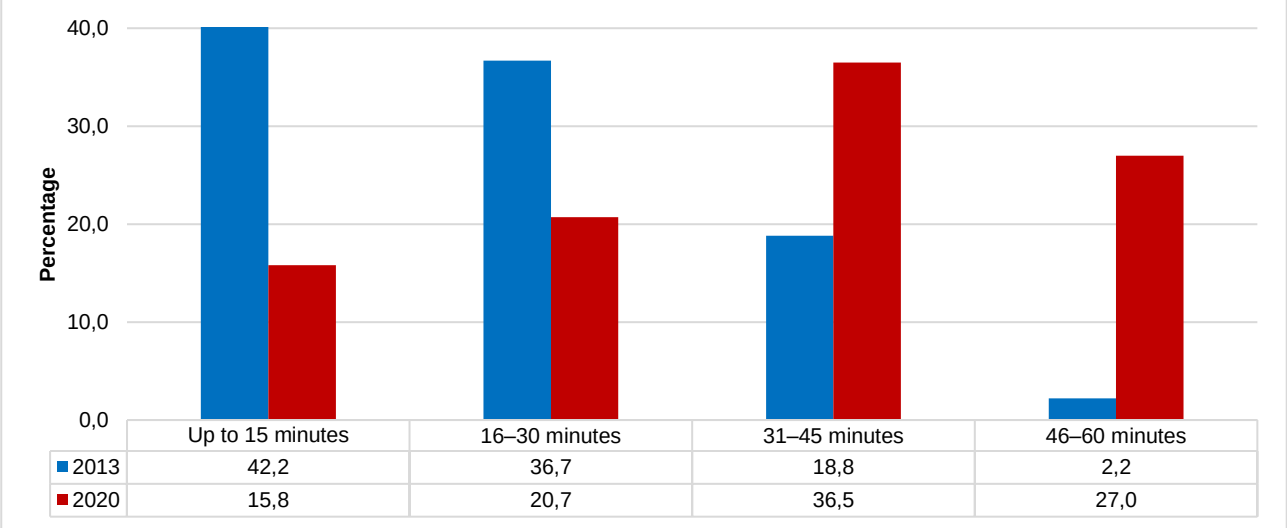
Table 7.24: Time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey by district municipality, 2020

District municipality	Time taken to walk to the nearest train station (Per cent within district municipality)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Amajuba	91,8	8,2	*	*	**100,0**
Harry Gwala	96,7	3,3	*	*	**100,0**
King Cetshwayo	62,4	4,8	5,9	26,9	**100,0**
Ugu	100,0	*	*	*	**100,0**
Umgungundlovu	9,1	11,1	65,3	14,5	**100,0**
Umzinyathi	*	25,1	74,9	*	**100,0**
Uthukela	0,4	1,5	8,8	89,4	**100,0**
eThekwini	15,2	27,8	46,4	10,6	**100,0**
iLembe	30,6	31,0	17,4	21,0	**100,0**
KZN	**15,8**	**20,7**	**36,5**	**27,0**	**100,0**

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

Six in ten households in the province (63,5%) walked more than 30 minutes to reach the train station, while only 15,8% walked less than 15 minutes. In eThekwini, 46,4% of households who used trains walked between 31 to 45 minutes to the nearest train station, followed by 27,8% who walked between 16 and 30 minutes and 15,2% who walked between less than 15 minutes to reach the train station.

Figure 7.9: Time taken to walk to the nearest train station by those who used trains during the calendar month preceding the survey, 2013 and 2020



The time taken for households to walk to the nearest passenger train station is summarised in Figure 7.9. Nearly three out of ten households (36,5%) across the country took 31 to 45 minutes to walk to the nearest passenger train station, in 2013 almost the same percentage (36,7%) walked between 16 to 30 minutes to reach a passenger train station. Those who indicated that they walked for 15 minutes or less also decreased from 42,2% in 2013 to 15,8% in 2020.

Table 7.25: Reasons for not having used trains during the past month by district municipality, 2013 and 2020

Year	Reason	District municipality (Per cent within district municipality, all reasons combined)											
		Amajuba	Harry Gwala	King Cetshwayo	Ugu	Umgungundlovu	Umkhanyakude	Umzinyathi	Uthukela	Zululand	eThekwini	iLembe	KZN
2013	Not available	82,1	90,5	66,2	91,8	82	71,3	98,6	62,7	95	35,4	59,7	**60,8**
	Prefer taxi	6,9	2,9	11,8	2,2	4,7	0,1	0,6	22,8	2,6	8,9	4,3	**7,6**
	Prefer bus	5,2	0,9	2,4	*	0,5	*	*	1,8	0,1	1,6	0,2	**1,2**
	Prefer private transport	*	1,2	2,1	3	2	0,6	0,4	4,4	0,4	10,5	0,2	**5,6**
	Can walk	*	1,2	2,4	0,2	2	0,4	*	2,2	0,7	1,4	0,5	**1,5**
	Don't travel much	1,4	2,1	4,5	0,3	6,6	*	*	2,6	0,2	2,8	2,6	**2,3**
	Reasons relating to service attributes	4,4	1,2	10,7	2,5	1,9	27,6	0,5	3,2	1	38,8	32,5	**20,7**
	Other reasons	*	*	*	*	0,2	*	*	0,3	*	0,5	*	**0,3**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	60,2	71,8	63,8	90	57,6	66,1	77,7	12,7	65,9	32,2	40,8	**46,9**
	Prefer bus	5,2	0,6	2,5	0,1	1,8	14,8	0,3	6,5	0,4	0,6	0,3	**2,2**
	Prefer taxi	17,1	12,4	12,9	1,7	12	14	2,4	1	24,7	5,8	2,6	**8,4**
	Prefer private transport	9,3	2,7	7,7	2,7	10	1,9	1,5	*	2,8	11,1	6,6	**7,6**
	Can walk	3	7,4	0,9	*	3,1	0,2	0,5	1,2	1,4	2,6	0,5	**2,2**
	Don't travel much	1,7	2,5	1,1	2,4	9	0,5	3,8	1	4,4	1,6	2,2	**2,6**
	Reasons relating to service attributes	2,7	2,5	9,2	0,8	6	1,2	13,6	77,6	0,2	45,3	47	**29,4**
	Other	0,7	0,1	1,8	2,4	0,5	1,2	*	0,1	0,2	0,8	*	**0,7**
	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**

Total excludes unspecified time category.

The main reason that was given by households in the province for not using trains in 2020 was the unavailability of trains (46,9%) as shown in Table 7.25. Reasons relating to service attributes (29,4%) was also cited as a reason for not having used trains in the calendar month preceding the survey. In 2013 the same trend was also observed, as unavailability of trains was the most common reason for not using a train (60,8%), followed by reasons relating to service attributes (20,7%).

Table 7.26: Dissatisfaction with train services by province, 2020

Attributes of the train service	Province (Per cent across province) eThekwini	iLembe	KZN
Dissatisfaction			
The distance between the train station and your home	92,9	7,1	**100,0**
The travel time by train	85,5	14,5	**100,0**
Security on the walk to/from the train station	86,5	13,5	**100,0**
Security at the train station	79	21	**100,0**
Security on the trains	86,2	13,8	**100,0**
The level of crowding in the train	84,3	15,7	**100,0**
Safety from accidents	75,9	24,1	**100,0**
The frequency of trains during peak period	83	17	**100,0**
The frequency of trains during off-peak period	81,2	18,8	**100,0**
The punctuality of trains	85,9	14,1	**100,0**
The train fares	62,5	37,5	**100,0**
The facilities at the train station, e.g. toilets, offices	75	25	**100,0**
The train service overall	85	15	**100,0**
Attributes of the train service	**Province (Per cent within province) eThekwini**	**iLembe**	**KZN**
Dissatisfaction			
The distance between the train station and your home	47,5	36,7	**43,8**
The travel time by train	62,7	83,3	**69,7**
Security on the walk to/from the train station	54,2	56,7	**55,1**
Security at the train station	30,5	46,7	**36,0**
Security on the trains	49,2	56,7	**51,7**
The level of crowding in the train	71,2	96,7	**79,8**
Safety from accidents	23,7	56,7	**34,8**
The frequency of trains during peak period	57,6	76,7	**64,0**
The frequency of trains during off-peak period	47,5	70,0	**55,1**
The punctuality of trains	62,7	60,0	**61,8**
The train fares	8,5	30,0	**15,7**
The facilities at the train station, e.g. toilets, offices	13,6	43,3	**23,6**
The train service overall	47,5	56,7	**50,6**

The total used to calculate percentages excluded unspecified cases.

The level of crowding in the train (79,8%), the travel time by train (69,7%) and the frequency of trains during peak periods (64,0%) were the attributes most likely to elicit dissatisfaction amongst train users. Comparisons between municipalities indicate that the level of crowding in trains was most important for households in iLembe (96,7%) compared to those in eThekwini (71,2%). These two municipalities also had the highest level of concern about security on the walk to/from the train station with 54,2% and 56,7%, respectively.

Table 7.27: Dissatisfaction with train services by province, 2013 and 2020

Attributes of the train service	KZN (Per cent within KZN) 2013	2020
Dissatisfaction		
The distance between the train station and your home	54,9	43,8
The travel time by train	51,2	69,7
Security on the walk to/from the train station	52,7	55,1
Security at the train station	36,5	36,0
Security on the trains	42,2	51,7
The level of crowding in the train	62,4	79,8
Safety from accidents	22,9	34,8
The frequency of trains during peak period	41,7	64,0
The frequency of trains during off-peak period	45,6	55,1
The punctuality of trains	50,7	61,8
The train fares	6,8	15,7
The facilities at the train station, e.g. toilets, offices	36,7	23,6
The train service overall	34,1	50,6

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

Table 7.27 shows the comparison of dissatisfaction level with train services between 2013 and 2020. The level of crowding in the trains remained the highest reasons indicated for dissatisfaction with train services. The proportion of households who indicated facilities at the train station as the reason for dissatisfaction decreased from 36,7% in 2013 to 23,6% in 2020. The train service overall as a reason for dissatisfaction showed a significant increase of +16,5% percentage points.

8. Technical notes

8.1 Survey requirements and design

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

8.2 Sample design

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

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

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

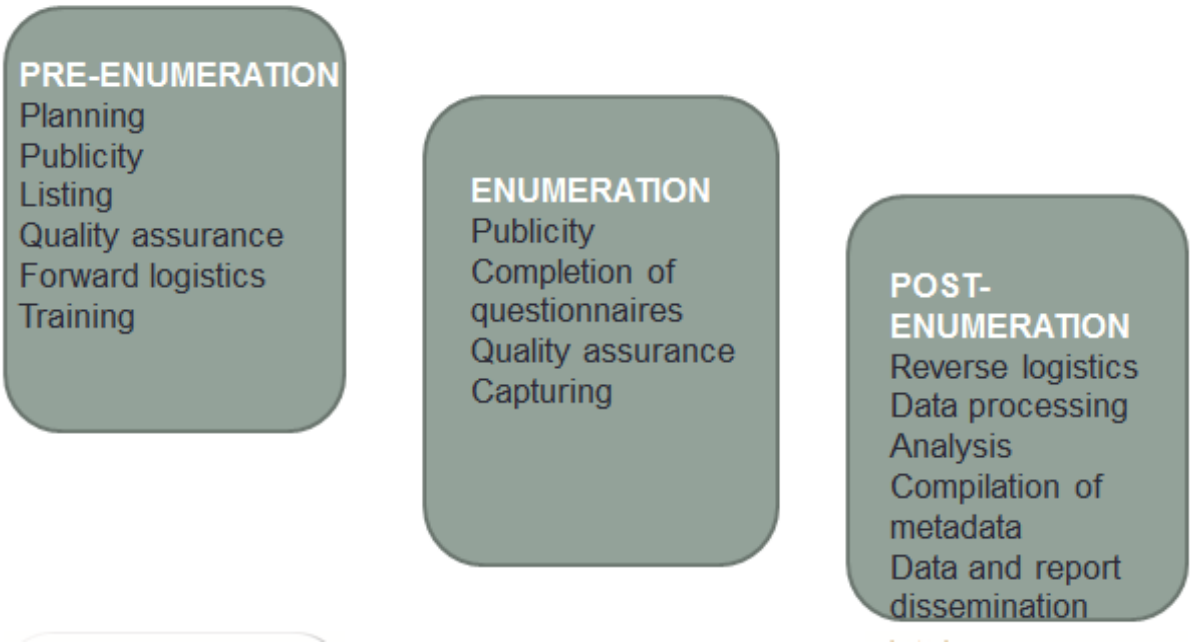
Table 8.1: Sample distribution by province

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

8.3 Data collection

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

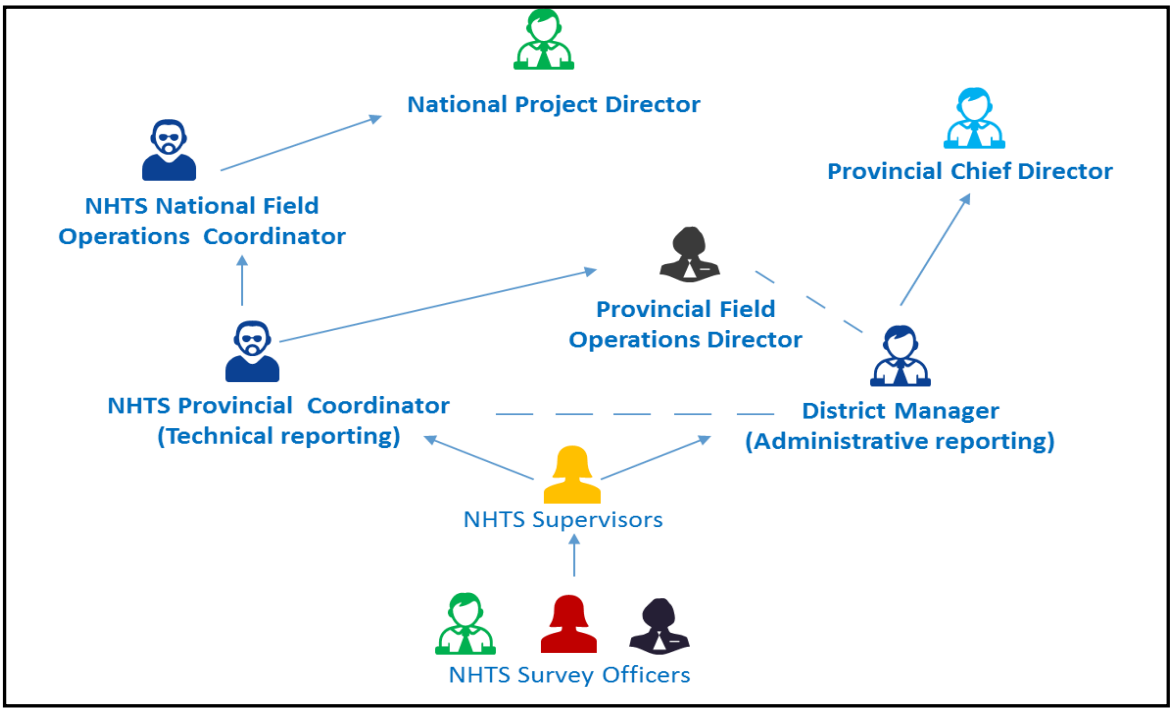
Figure 8.1: Phases of data collection



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

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

Figure 8.2: Functional field operations structure for the NHTS 2020



8.4 Questionnaire

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

Table 8.2: The structure of the NHTS 2020 questionnaire

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

8.5 Response rate

Table 8.3: Response rates per province, NHTS 2020

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

8.6 Editing and imputation

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

8.7 Construction of household and individual sample weights

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

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

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

8.8 Estimation

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

8.9 Limitations of the surveys

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

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

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

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

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

8.10 Comparability with previous surveys

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

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

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

8.11 Glossary

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

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

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

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

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

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

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