National Household Travel Survey
North West profile

Statistics South Africa

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REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
North West Profile
2014

Statistics South Africa

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Abbreviations and acronyms

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

Local Municipalities

Mahikeng LM	Mahikeng LM
Dit_Ram LMs	Ditsobotla and Ramotshere LMs
Rat_Tsw LMs	Ratlou and Tswaing LMs
Maq_COM LMs	Maquassi Hills and City of Matlosana LMs
Ven_Tlo LMs	Ventersdorp and Tlokwe LMs
Nal_Tau LMs	Naledi and Greater Taung LMs
Lek_Kag_Mam LMs	Lekwa Teemane, Kagisano and Mamusa LMs
Rustenburg LM	Rustenburg LM
Kge_Mos_Mad LMs	Kgetlengrivier, Moses Kotane and Madibeng LMs
Moretele LM	Moretele LM

Foreword

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

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

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

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

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

Since 2003, South Africans have become more mobile and more dependent on transport over time. The percentage of the population using taxis and buses for transport has increased, and taxis remain the dominant public transport mode used across all provinces. Trains are primarily used for work and education related travel in Western Cape and Gauteng. There has been a reduction in transfers between different modes of public transport, signifying that the transportation system may be becoming more efficient. Challenges that will continue to need the attention of urban and transport planners include the increased travel times of especially metropolitan commuters, the cost of transport, the availability of buses, the poor condition of the roads and in some provinces such as Gauteng and Mpumalanga, the reckless driving by taxi drivers. The unavailability of public transport at specific times of the day or night is a problem in most areas, but was more specifically identified in Free State, KwaZulu-Natal and Limpopo.

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

Pali Lehohla
Statistician-General: Statistics South Africa

1. Key findings

Introduction

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

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

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

The reference period for general travel patterns was seven days prior to the interview. Kgetlengrivier, Moses Kotane and Madibeng LMs, and Rustenburg LM have the biggest population size in North West province and as a result, the majority of persons who undertook trips during the reference period lived in those local municipalities. The least number of persons who undertook trips were found in Moretele LM. In total, almost eight out of ten (79,5%) persons in North West undertook trips during the seven-day reference period. Persons living in the urban areas (81,2%) were more likely to travel than those living in the rural areas (77,9%). Generally, males were also more likely to travel than females. In the province, the highest percentage of persons who undertook trips during the reference period were in the age group 26–40 years (23,7%), and the lowest percentage were in the age group 65 years and more (3,7%).

Most travelling occurred from Monday to Friday. Men were more likely to travel than women during the week; however, on Sundays, a greater proportion of women than men travelled. Persons aged 0–2 years and 55 years and older had the lowest percentage of travellers during the week, while those aged 26–54 years had the highest percentage of travellers across all age groups for the weekend.

In North West, "having no need to travel" (40,6%) was the most commonly given explanation for not travelling, followed by being too old/young to travel (21,5%). Only 11,7% of persons in the province mentioned financial reasons/too expensive as the reason for not travelling during the seven-day reference period.

Education and education related travel

Learners' travel patterns and modes of transport

A total of 1,1 million learners were identified across North West province, irrespective of the type of educational institution attended. The type of schools referred to in this study include private, public and special schools. Eight out of ten learners (80,7%) in the province attended school, and the highest proportions of learners who attended school were most likely to be found in Naledi and Greater Taung LMs (89,3%), and Ratlou and Tswaing LMs (85,4%).

More than half of those attending educational institutions in North West (52,6%) live in rural areas. Eight in ten (81,1%) learners in Mahikeng LM and 77,5% in Ratlou and Tswaing LMs live in areas classified as rural.

The majority of learners (65,8%) in the province walked all the way to their educational institution. Individuals who attended educational institutions and used public transport were most likely to use taxis (67,8%), followed by those who used buses (31,4%). Trains were not so popular amongst learners. Less than one per cent (0,8%) of learners used them to travel to educational institutions. This reflects the unavailability of this service in the province. Taxis were more likely to be used by learners in Naledi and Greater Taung LMs (92%). Most learners who attended pre-school and school, walked all the way to reach their educational institutions. Learners who attended higher educational institutions were more likely to use cars/trucks/bakkies (34,6%) as drivers, followed by taxis (20,4%).

Learners' number of days they travel to educational institutions and travel time

As would be expected, most learners travelled to their institutions of learning for five days per week. The majority of learners (58,8%) travelled between 07:00 and 07:59 in the morning from their place of residence to their place of learning. A quarter of the learners (25%) in Rustenburg left home before 06:30 to travel to their educational institutions. Learners in Ventersdorp and Tlokwe LMs (13,7%) were more likely to travel to educational institutions at 08:00 or later.

Thirteen per cent of learners in North West travelled more than 60 minutes to reach their educational institution. Comparably, those attending higher education institutions (23,5%) were more likely than learners attending school (8,5%) to travel more than 60 minutes. Slightly more than three-quarters (75,9%) of those who walked, spent less than 30 minutes walking, while a further 20,4% needed between 31 and 60 minutes to reach their educational institution.

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

Workers' geographic location

More than half of all workers in North West were found in urban areas, and 43% of workers resided in rural areas. The highest percentages of workers classified as rural came from Kgetlengrivier, Moses Kotane, Madibeng LMs (39,7%) and Mahikeng LM (14,2%). The highest percentage of workers classified as urban came from Rustenburg (35,4%).

Workers' mode of travel

Approximately 41% of workers (40,9%) used public transport as their main mode of travel to their place of work, and about 30,3% used private transport. More than a quarter of workers (26,4%) walked all the way to their place work. Workers residing in Moretele LM (49,6%) and Kgetlengrivier, Moses Kotane and Madibeng LMs (30,7%) were more likely to use buses, while those in Ventersdorp and Tlokwe LMs used taxis (36%).

Workers living in rural areas walked all the way (35,4%) to their place of work. On the other hand, workers in urban areas were less likely to walk all the way (20,1%) than their rural counterparts, but more likely to drive cars (30,8%) to their place of work.

Sixty-seven per cent of work trips made by public transport were made using taxis, and almost a third (32,8%) were made by bus. Rustenburg had the most work taxi trips and Kgetlengrivier, Moses Kotane and Madibeng LMs had the most work bus trips.

Eighteen per cent of workers who use public transport in North West changed transport on the way to their workplace. Taxi users were more likely than bus users to make one or more modal transfer (change in type of transport).

Most of the working population worked for five days per week (50,7%). Rural workers (42,7%) were more likely to work for six days or more when compared to urban workers (39,9%).

Time workers leave for work

Almost a third of the workers (31,6%) left their residences before 06:00 to travel to work. More than one-quarter (26,8%) of workers left their area of residence for work between 07:00 and 07:59 in the morning. Only 10,9% of workers started travelling at eight o' clock or later. Workers in rural areas tended to leave earlier for work than residents in urban areas.

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

More than half of the workers (52,6%) who use public transport walked for up to 5 minutes to their first public transport, while only 13,5% of the workers walked for more than 15 minutes. Workers in Moretele LM were more likely to walk for more than 15 minutes to their first public transport than those living in other LMs.

Buses seem to be further than taxis from workers' residences, because 15,5% of bus users walked for more than 15 minutes to reach their first bus as compared to 12,6% of taxi users.

The highest percentage of workers who had to wait for more than 15 minutes for their first public transport to arrive, were found in Moretele LM (23,8%) and Naledi and Greater Taung LMs (14,5%). Workers in rural areas were more likely to wait for more than 15 minutes for their first public transport than workers in urban areas.

Workers received travel allowances from the employer

Only 3,3% of workers in North West received a travel allowance from their employer for public transport. Workers in Rustenburg LM were more likely to receive a travel allowance than workers in other LMs.

To measure usage of non-motorised transport

Use of non-motorised transport

A quarter of workers in North West walked all the way to their place of work, and only 2,8% cycled all the way. The majority of those that walked all the way to work were found in the rural areas. Those who cycled all the way were found in urban areas.

Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work. In North West, of the 964 000 workers aged 15 years and older who were interviewed, only 86 000 indicated that they had undertaken business trips during the calendar month preceding the survey. Almost a quarter (22,5%) of business travellers in the province were from Rustenburg LM. Moretele LM (1,8%) contributed the least to the province business travel count. The destinations for most business trips were within North West, and the next prominent destination was Gauteng province.

Most business travellers (53,8%) drove themselves in a car/bakkie/truck. Trains and aircraft were the least used mode of travel for business purposes.

Other travel patterns

Travel patterns refer to trips other than work, education and business related trips. This replaces the 2003 section on migration related travel and was broadened to capture all kinds of other travel. Some people travel on a weekly basis, while others travel monthly or once in three months. Such trips were categorised as day and/or overnight trips.

Day trips

Of the 2,5 million persons aged 15 years and older living in North West province, 1,3 million undertook daytrips. Most of the day trip travellers lived in Kgetlengrivier, Moses Kotane and Madibeng LMs (22,2%) and Rustenburg LM (15,8%). Residents of Ditsobotla and Ramotshere LMs (76,3%) and Ratlou and Tswaing LMs (76,9%) were more likely to take daytrips than those living in other LMs. Shopping for personal or business use (31,4%) was cited by the majority of travellers as their main purpose for travel, followed by 26,7% of those who visited friends and/or family. The majority of day trippers used taxis (47,6%), followed by those who used cars/bakkies/trucks as passengers (19,2%), while 13,2% of travellers walked all the way to their destinations.

Overnight trips

Slightly more than a quarter of persons aged 15 years and older who undertook overnight trips were found in Rustenburg (25,7%). Within local municipalities, the same pattern was followed with visiting friends and/or family as the most important reason for taking overnight trips in North West. In Moretele LM, attending funerals was the second most cited purpose for overnight trips, while in Rustenburg LM and Mahikeng LM, overnight travellers mentioned visiting home as their second most common reason for travelling.

More than half of overnight trips were made using taxis (50,6%), followed by those who travelled by car/bakkie/truck as passengers (24,4%) to reach their main destination.

Household travel patterns, attitudes and perceptions

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

Most households in North West province travelled for up to 30 minutes to different public facilities. However, approximately four out of ten households (44,4%) travelled for more than an hour to welfare offices. Slightly more than half of the households who travelled to other shops (50,5%) and church (56%) walked as a mode of travel. Approximately 86% of the households indicated they did not need to travel to traditional healers. Taxis were mostly used by households who travelled to food or grocery shops, welfare offices, police stations, municipal offices and banks.

Approximately twenty-two per cent (21,7%) of households walked more than 15 minutes to their nearest taxi rank. Households more likely to walk for more than 15 minutes to the nearest taxi rank in the province were found in Lekwa Teemane, Kagisano and Mamusa LMs (51,4%), and those in Mahikeng were less likely to walk for more than 15 minutes to the nearest taxi rank (2,9%). Only about four per cent (3,5%) of households walked for more than 30 minutes to the nearest bus station, and most of them resided in the Lekwa Teemane, Kagisano and Mamusa LMs (17,7%).

Urban and rural

Households in the urban areas tended to travel for more than 60 minutes to traditional healers (31,2%) and medical services (11,8%). They seemed to be closer to municipal offices and other shops because only a small percentage of households had to travel for more than an hour to these facilities (3,8% and 6% respectively). More than eight out of ten households that reside in rural areas travelled for more than an hour to all public facilities except to traditional healers (68,8%).

Use of taxis, buses and trains

Taxis were the most frequently used mode of public transport used in the province. Seventy-two per cent (71,6%) of households in the province used taxis during the month preceding the survey, 21,8% used buses, and only 2,5% used trains. More than three-quarters of households in Rustenburg LM (77,6%), Ratlou and Tswaing LMs (77,4%) indicated that they used taxis during the reference period. Households in Kgetlengrivier, Moses Kotane and Madibeng LMs (40,1%) were more likely to use buses during the month preceding the survey. Rustenburg LM (4,6%) had significant percentages of households that used trains.

Attitudes and perceptions about transport

Thirteen per cent (13,2%) of households indicated that they had no transport related problems. The most important general problems mentioned in the province were the poor condition of roads (19,8%), followed by rude drivers (7,3%). Of all the municipalities, households in Lekwa Teemane, Kagisano and Mamusa LMs complained the most about poor road conditions.

Taxis too expensive, reckless driving, taxis too far, no buses at specific times, crime, congestion

About ten per cent (9,7%) of households identified taxis being too expensive as their main transport related problem, with the majority coming from Ditsobotla and Ramotshere LMs (15,2%). Households in Naledi and Greater Taung LMs (25,6%) and Ditsobotla and Ramotshere LMs (16,9%) complained about a lack of buses in their area. Reckless driving by taxi drivers was mentioned by 6,4% of the households in the province; this problem was prominent in Ventersdorp and Tlokwe LMs (14%) and Rustenburg LM (10,6%). Mahikeng LM households were more likely to be concerned about no taxis at specific times than households in other LMs. Complaints about crime were more evident in Rustenburg LM (6,9%), and congestion was an issue in Ventersdorp and Tlokwe LMs (5,2%).

Dissatisfaction with taxi and bus services

More than half of the households (56,6%) that used taxi services indicated that they were not satisfied with the facilities at the taxi ranks, followed by 47,6% of households who were dissatisfied about taxi fares. The same was true for buses. More than half of the households that used buses were dissatisfied with facilities at the bus stop (53,6%) and the level of crowding in the bus (50,6%).

Factors influencing the household's choice of mode of travel

About 43,2% of households indicated that travel time was the biggest determinant of transport modal choice, while the cost of travel was important to 19,1% of households. Safety from accidents was mentioned by 9,1% of households and flexibility by 7,1%. Travel time is a common factor that households consider when choosing mode of travel in all local municipalities, whilst other factors vary from municipality to municipality. For instance, households in Mahikeng LM prioritised safety from accidents and security from crime; in Rustenburg LM households highlighted comfort as an important factor; and in Ditsobotla and Ramotshere LMs, Ventersdorp and Tlokwe LMs and Moretele LM, the reliability of transport was considered important.

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

Ownership of bicycles and/or access to cars

A total of 113 000 households owned between one and three bicycles, and only 1 000 households owned more than three bicycles in working order and used for transport purposes. Kgetlengrivier, Moses Kotane and Madibeng LMs (15,8%) had the highest proportion of households that owned 1–3 bicycles. Most households in the province owned or had access to cars/bakkies/stations wagons. The highest percentage of these households were found in Rustenburg (24,2%). Slightly more than half (50,8%) of households who had access to their relatives' cars/bakkies were in Kgetlengrivier, Moses Kotane and Madibeng LMs. A small percentage of households in Ratlou and Tswaing LMs owned and had access to motorcycles.

Driver's licences

Out of 2,3 million persons aged 18 years and older in North West, 448 000 were in the possession of a driver's licence. The highest proportion of persons with a driver's licence was in Rustenburg (25,2%), followed by 21,2% in Kgetlengrivier, Moses Kotane and Madibeng LMs. However, persons in Ventersdorp and Tlokwe LMs were more likely to have a driver's licence than those in other LMs. More people in the urban areas (26,4%) had a driver's licence than people in the rural areas (13%). Most of the licences in the province were for light motor vehicle driver's licences, followed by heavy motor vehicle and motorcycle driver's licences. Seventy per cent (70,5%) of males with a driver's licence were black African, and slightly more than half (51,0%) of the females in the province who had a driver's licence were black African.

2. Introduction

2.1 Background

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

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

a. To understand the transport needs and behaviour of households;

b. To ascertain the cost of transport for households (to assess level of affordability);

c. To assess attitudes towards transport services and facilities;

d. To measure the availability, ownership and use of motor cars;

e. To understand the travel choices of different market segments;

f. To determine accessibility to services such as workplaces, education facilities, social needs markets and others;

g. To assess the effectiveness of the existing subsidy mechanisms;

h. To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;

i. To measure key performance indicators (KPIs) as required by the National Land Transport Act (Act No. 5 of 2009) and the National Land Transport Strategic Framework;

j. To measure usage of non-motorised transport by households; and

k. To assess accessibility of public transport for people with disabilities and the elderly in the communities.

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

This section of the North West provincial report provides information on demographic characteristics of travellers. It also provides information on the frequency of visits people make to different activities, places or facilities, and on the days of the week on which people travel, the geographic area of those people, and the age group of travellers. For those who did not travel, this section provides the reasons that people mentioned for not travelling.

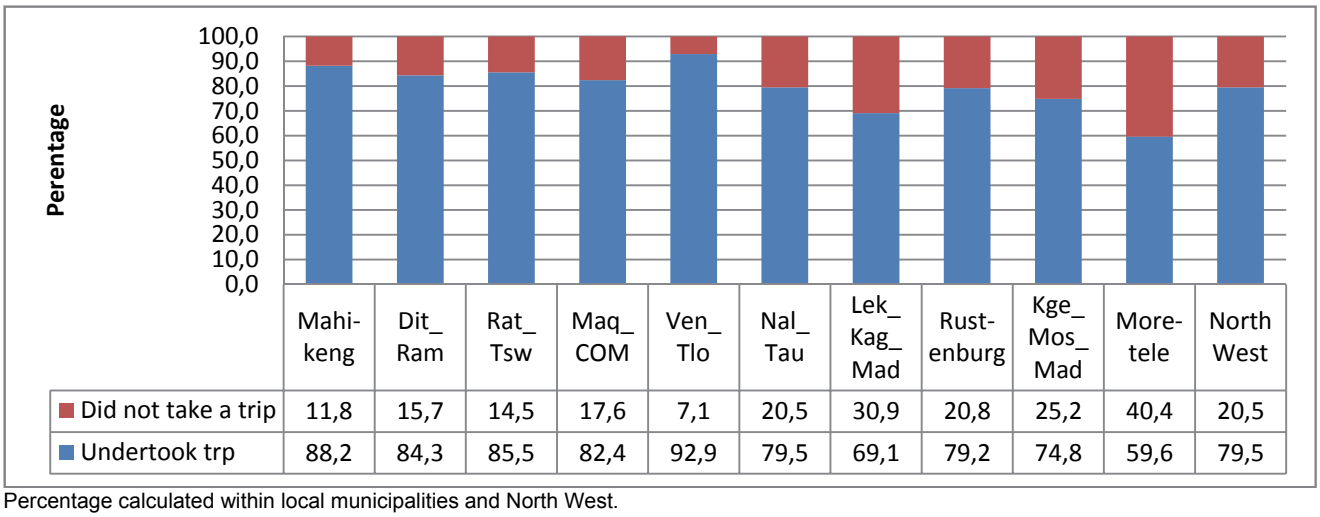
Table 3.1: Persons who undertook trips in the seven days prior to the interview by municipality

Municipality	Undertook trip		Population	
	Number ('000)	Percentage of NW	Number ('000)	Percentage of NW
Mahikeng	284	10,1	325	9,1
Dit_Ram	236	8,4	282	7,9
Rat_Tsw	168	6,0	197	5,5
Maq_COM	390	13,9	475	13,3
Ven_Tlo	206	7,3	223	6,2
Nal_Tau	201	7,2	256	7,2
Lek_Kag_Mam	145	5,2	219	6,1
Rustenburg	463	16,5	596	16,7
Kge_Mos_Mad	614	21,8	828	23,1
Moretele	105	3,7	177	4,9
North West	**2 812**	**100,0**	**3 578**	**100,0**

Percentages calculated across North West.

Table 3.1 shows the total number of people who undertook trips seven days prior to the interview in the North West province. Out of 3,5 million people in the province 2,8 million undertook trips during the seven days before the interview. Of these residents, 21,8% lived in Kgetlengrivier , Moses Kotane and Madibeng LMs, 13,9% lived in Maquassi Hills and City of Matlosana LMs, and 10,1% lived in Mahikeng LM. The smallest percentage travellers were found in Moretele LM (3,7%), followed by Lekwa Teemane, Kagisano and Mamusa LMs (5,2%), and Ratlou and Tswaing LMs (6,0%).

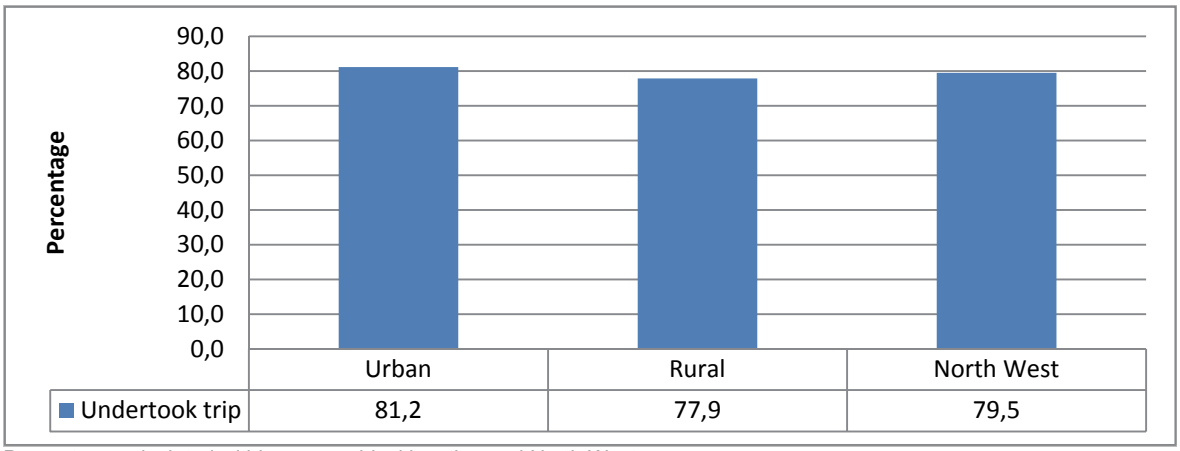
Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by municipality



Percentage calculated within local municipalities and North West.

Figure 3.1 shows travelling patterns of people in the North West by LMs. The highest percentage of persons that undertook trips during the seven days prior to the interview was in Ventersdorp and Tlokwe LMs (92,9%), Mahikeng LM (88,2%), Ratlou and Tswaing LMs (85,5%), and Ditsobotla and Ramotshere LMs (84,3%). The lowest percentage was found in Moretele LM (59,6%).

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



Percentage calculated within geographical location and North West.

Figure 3.2 shows that 79,5% of persons in North West undertook trips during the seven days prior to the interview. Persons residing in the urban areas were more likely to travel than those in rural areas.

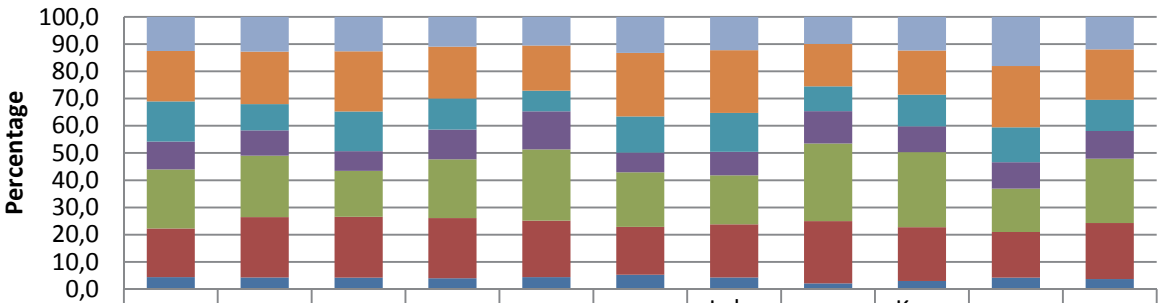
Table 3.2: Persons who undertook trips in the seven days prior to the interview by municipality and sex

Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of municipality	Number ('000)	Percentage of municipality
Mahikeng	284	124	43,8	159	56,2
Dit_Ram	236	125	53,0	110	47,0
Rat_Tsw	167	85	50,7	82	49,3
Maq_COM	389	205	52,7	184	47,3
Ven_Tlo	205	109	53,4	95	46,6
Nal_Tau	201	94	46,7	107	53,3
Lek_Kag_Mam	145	72	49,9	72	50,1
Rustenburg	463	260	56,1	203	43,9
Kge_Mos_Mad	614	330	53,8	283	46,2
Moretele	105	48	45,7	56	54,3
North West	**2 812**	**1 454**	**51,7**	**1 357**	**48,3**

Percentages calculated within local municipalities and North West.

Table 3.2 indicates individuals who undertook trips in the seven days prior to the interview by sex. In North West, males (51,7%) are more likely to travel than females (48,3%). Males in Rustenburg LM (56,1%) were more likely to travel than females in all other LMs, except in Mahikeng LM, where 56,2% of females undertook trips.

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

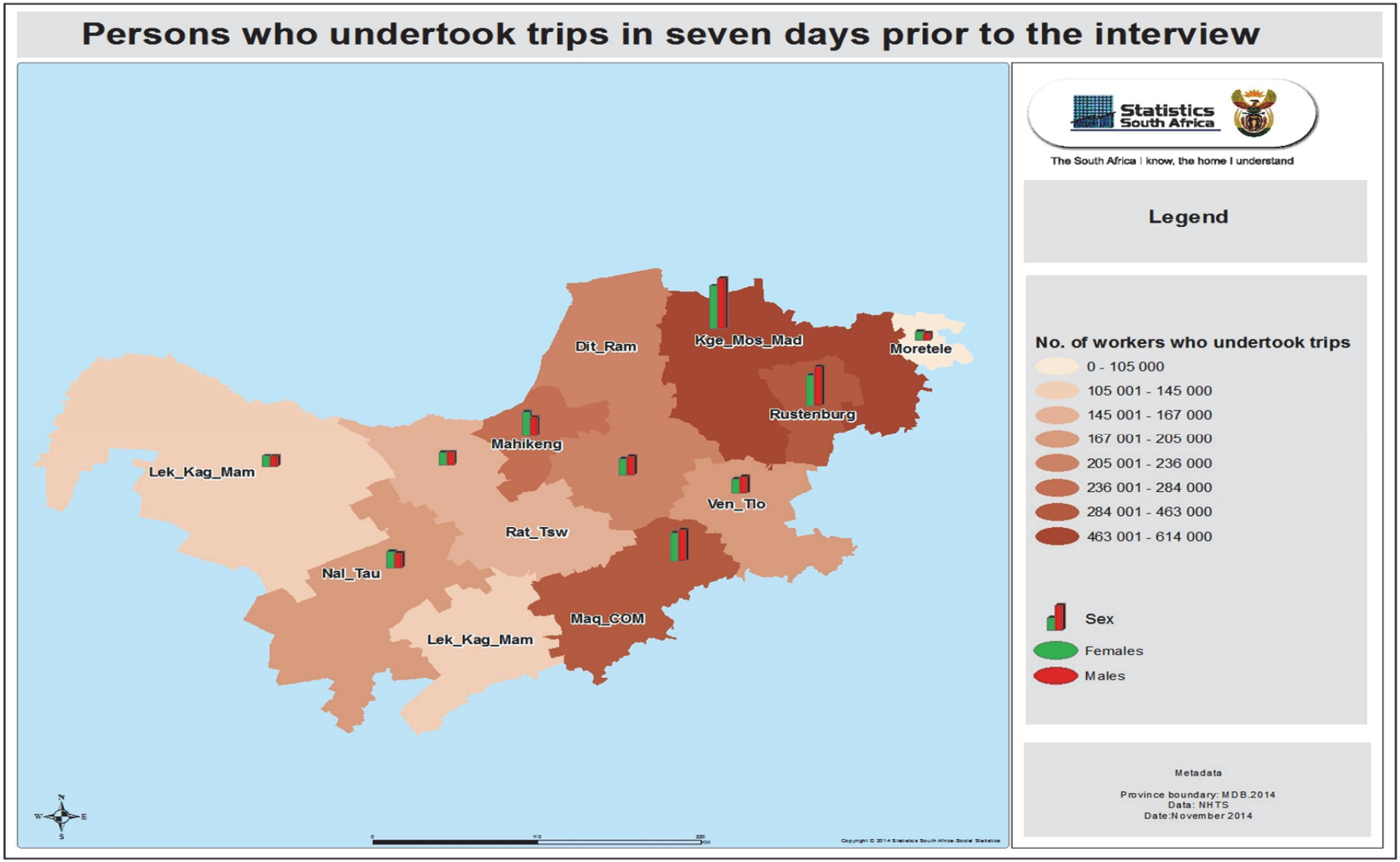


	Mahi-keng	Dit_ Ram	Rat_ Tsw	Maq_ COM	Ven_ Tlo	Nal_ Tau	Lek_ Kag_ Mad	Rust-enburg	Kge_ Mos_ Mad	More-tele	North West
0–6	12,5	12,8	12,6	10,9	10,5	13,2	12,2	9,9	12,3	18,0	12,0
7–14	18,5	19,3	22,1	19,1	16,5	23,3	23,1	15,6	16,3	22,6	18,5
15–19	14,8	9,7	14,6	11,4	7,6	13,2	14,3	9,1	11,6	12,8	11,5
20–25	10,2	9,2	7,2	10,9	14,0	7,3	8,7	11,9	9,5	9,7	10,1
26–40	21,7	22,6	16,9	21,6	26,1	20,1	18,0	28,5	27,6	16,0	23,7
41–64	17,9	22,1	22,4	22,1	20,8	17,6	19,5	22,9	19,8	16,7	20,6
65 plus	4,4	4,3	4,2	4,0	4,4	5,3	4,3	2,1	3,0	4,2	3,7

Percentage calculated within local municipalities and North West.

Figure 3.3 shows that the highest percentage of persons who undertook trips in the seven days prior to the interview in North West were in the age group 26–40 years (23,7%), followed by those aged those aged 41–64 years (20,6%). Persons aged 0–6 years (12,0%) were less likely to travel than persons aged 7–14 years (18,5%) and more persons in the age groups 15–19 years (11,5%) undertook trips than persons in the 20–25-year age group (10,1%).

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



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

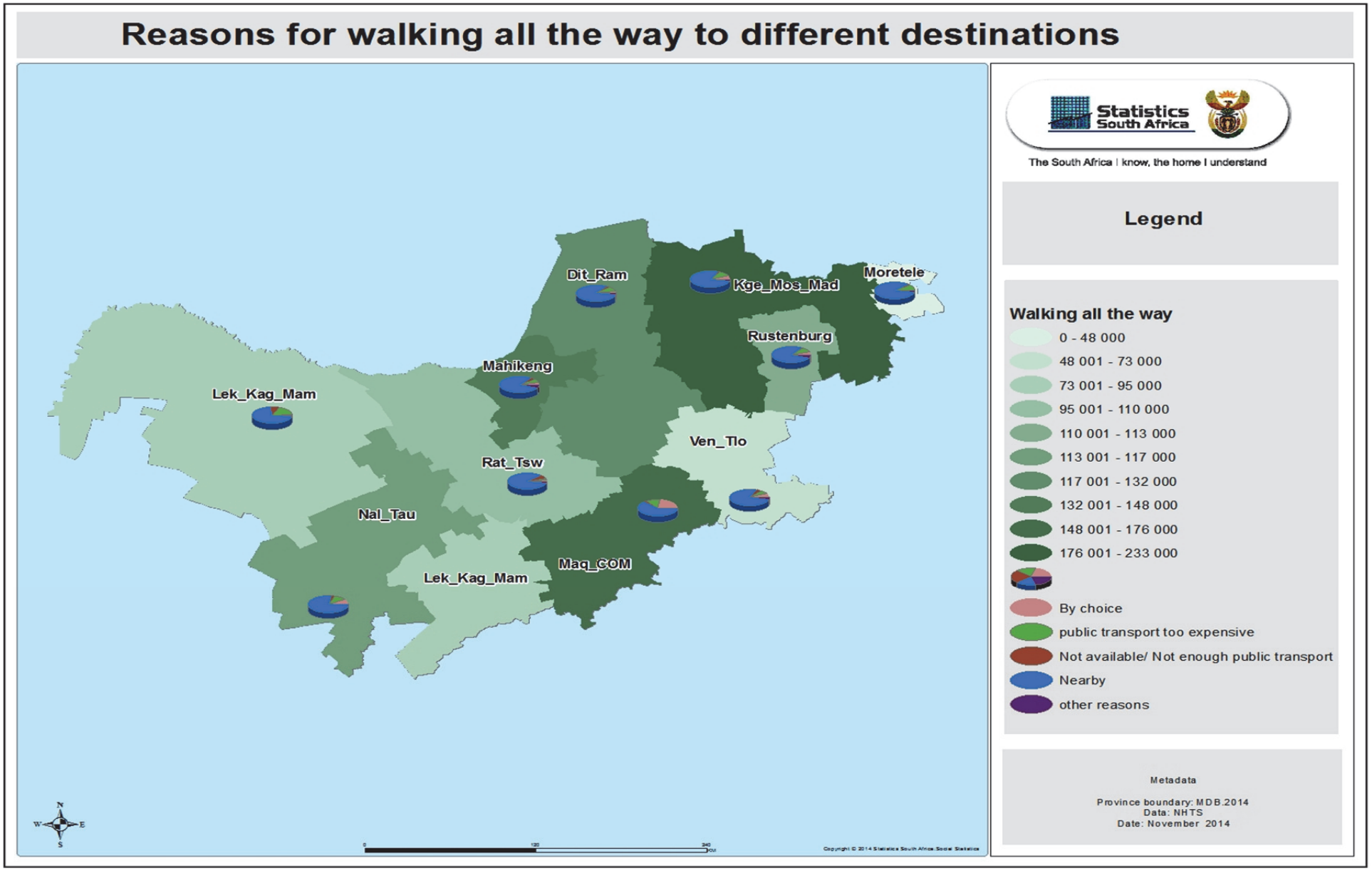


Table 3.3: Days of the week when persons usually travel by age group and sex[1]

Indicator	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	1 343	1 324	1 333	1 320	1 328	800	822
	Per cent	78,3	77,2	77,7	76,9	77,4	46,6	47,9
Female	Number	1 125	1 108	1 120	1 103	1 124	654	842
	Per cent	65,7	64,7	65,4	64,4	65,6	38,2	49,2
Total	**Number**	**2 468**	**2 432**	**2 453**	**2 422**	**2 451**	**1 455**	**1 664**
	Per cent	**72,0**	**70,9**	**71,6**	**70,7**	**71,5**	**42,4**	**48,5**
Age group								
0–2 yrs	Number	66	66	66	66	67	46	70
	Per cent	30,2	30,5	30,5	30,3	30,7	21,4	32,2
3–4 yrs	Number	105	102	103	102	103	38	66
	Per cent	68,8	66,9	67,2	66,8	67,8	24,9	43,5
5–6 yrs	Number	119	119	119	119	120	40	57
	Per cent	93,2	93,6	93,4	93,5	94,2	31,3	44,5
7–14 yrs	Number	509	509	508	507	506	147	229
	Per cent	98,1	98,1	97,9	97,7	97,6	28,4	44,2
15–19 yrs	Number	302	299	301	300	301	136	160
	Per cent	89,3	88,4	89,1	88,6	88,9	40,2	47,3
20–25 yrs	Number	241	236	241	235	240	174	171
	Per cent	63,6	62,2	63,5	61,9	63,3	45,8	45,1
26–40 yrs	Number	571	557	566	557	566	442	407
	Per cent	71,2	69,5	70,6	69,5	70,6	55,1	50,9
41–54 yrs	Number	360	355	358	348	352	272	292
	Per cent	71,4	70,4	71,0	69,0	69,8	53,9	57,8
55 yrs and older	Number	196	189	192	190	196	160	212
	Per cent	50,4	48,6	49,3	48,7	50,5	41,0	54,5

Percentage calculated within days of the week, sex and age group.

Table 3.3 summarises days of the week when persons usually travel in the North West according to age and sex. About 93% to 98% of schoolchildren of school-going age (5–6 years and 7–14 years) were more likely to travel during the week, followed by the 15–19-year age group, which was also travelling (89,3%) during these periods. Children travelled less over the weekends than during weekdays. Travelling patterns for persons aged 55 years and above were lower in percentage as compared to other age groups during the week.

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

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

Main reason for not travelling	Statistics (numbers in thousands)	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Did not need to travel	Number	3	15	17	34	2	32	25	35	73	50	285
	Per cent	9,1	34,7	60,5	40,9	12,3	66,8	40,9	29,8	35,6	71,8	40,6
Financial reasons/too expensive	Number	2	4	1	3	*	5	1	25	39	2	82
	Per cent	5,8	9,5	4,0	3,5	*	9,6	1,6	21,8	19,0	2,2	11,7
Too old/young to travel	Number	13	13	7	24	5	4	8	23	45	9	151
	Per cent	38,3	29,7	26,5	29,3	30,1	9,2	13,3	19,4	22,0	12,4	21,5
Not well enough to travel/sick	Number	3	4	1	3	2	3	1	2	13	2	34
	Per cent	9,1	10,2	3,6	4,0	15,8	5,3	1,3	2,0	6,2	2,6	4,9
Taking care of children/sick/elderly relative	Number	3	4	*	5	2	1	2	7	10	*	34
	Per cent	8,5	8,5	*	5,7	13,1	1,7	3,5	6,2	4,7	*	4,9
Other reasons	Number	16	11	2	22	8	7	27	34	48	9	185
	Per cent	46,8	26,1	8,9	26,2	54,6	14,4	44,1	29,1	23,4	13,6	26,3
Total	**Number**	**35**	**42**	**27**	**82**	**15**	**49**	**61**	**117**	**204**	**70**	**702**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.
Only one response was possible per person.
The total excluded unspecified reason for not travelling.
Percentages calculated within local municipalities and North West.

Table 3.4 shows the main reasons for household members for not travelling in the seven days before the interview by municipality. Out of 702 000 persons who did not travel, 40,6% said they did not need to travel while 21,5% said they were too old/young to travel and 11,7% cited financial reasons. In Mahikeng LM, 9,1% did not need to travel and 5,8% said it was because travelling was too expensive for them. Most of the people not travelling in Moretele LM (71,8%) said that they did not need to travel and the least provided reason (2,2%) was travelling was too expensive. About 3 in 10 people in Ventersdorp and Tlokwe LMs said they were too old/young to travel (30,1%), followed by 15,8% that said they were sick and 13,1% that had to take care of children/sick/elderly.

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

Main reasons for not travelling	Statistics (numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	Tot
Did not need to travel	Number	38	4	9	16	50	69	48	51	285
	Per cent	23,3	44,7	53,1	57,2	50,3	43,9	47,3	39,7	40,6
Financial reasons/too expensive	Number	3	*	1	5	24	26	15	7	82
	Per cent	2,0	*	9,0	16,7	24,7	16,1	15,0	5,5	11,7
Too old/young to travel	Number	111	4	1	*	*	*	2	32	151
	Per cent	68,7	40,8	7,4	*	*	*	2,1	25,2	21,5
Not well enough to travel/sick	Number	*	*	*	*	1	7	10	16	34
	Per cent	*	*	*	*	1,4	4,2	9,7	12,3	4,9
Taking care of children/sick/elderly relative	Number	*	*	*	*	8	15	5	5	34
	Per cent	*	*	*	*	8,0	9,4	5,0	3,9	4,9
Other reasons	Number	10	*	5	7	25	63	36	38	185
	Per cent	5,9	*	30,5	26,1	25,0	39,9	35,6	29,6	26,3
Total	**Number**	**161**	**10**	**16**	**28**	**99**	**158**	**101**	**129**	**702**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within age groups.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.
The total excluded unspecified reasons for not travelling.

Table 3.5 illustrates the reasons for not travelling by age group. It is evident that persons aged 0–6 years and 55 years and older gave 'too old/young to travel' or 'did not need to travel' as their main reason for not travelling.

4. Education and education related travel patterns

4.1 Introduction

Transport is important to make educational institutions accessible. In North West province, the affordability and availability of public transport to transport learners to educational institutions is considered an important priority. One of the objectives of the strategic plan for the fiscal years 2010 to 2014, of the Department of Public Works, Roads and Transport is to improve mobility of farm and deep rural learners who walk more than 5 kilometres to school. The strategy aims to achieve safe, reliable, effective and efficient scholar transport.

This section summarises the education and education related travel patterns of those who attend all types of education institutions, from pre-school to higher educational institutions. It covers the mode of travel used and the geographic area of learners, and also compares distance-learning and attending classes.

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

Indicator	Statistics (numbers in thousands)	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Type of institution												
Pre-school	Number	12	9	5	16	8	6	5	14	27	8	**110**
	Per cent	9,8	9,9	6,2	10,7	10,3	6,8	6,7	8,4	11,6	14,7	**9,7**
School	Number	99	73	63	124	48	83	64	129	185	44	**911**
	Per cent	78,1	82,1	85,4	80,4	64,2	89,3	91,7	79,8	80,1	77,4	**80,7**
ABET and literacy classes	Number	2	2	4	1	*	*	*	*	3	2	**16**
	Per cent	1,4	2,1	5,4	0,8	*	*	*	*	1,3	2,9	**1,4**
Higher educational institution	Number	6	2	2	2	17	2	*	7	10	*	**50**
	Per cent	5,0	2,2	2,1	1,5	22,6	2,2	*	4,6	4,1	*	**4,4**
FET college	Number	2	*	*	9	*	1	*	5	4	2	**25**
	Per cent	1,8	*	*	6,0	*	1,1	*	3,1	1,7	2,8	**2,2**
Other	Number	5	*	*	*	*	*	*	5	2	*	**18**
	Per cent	3,9	*	*	*	*	*	*	3,2	1,1	*	**1,6**
Total	**Number**	**126**	**89**	**74**	**154**	**75**	**93**	**70**	**162**	**231**	**57**	**1 130**
	Per cent	**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	25	46	17	163	62	28	36	130	66	*	**572**
	Per cent	18,9	48,9	22,5	97,7	80,2	27,6	49,0	76,2	26,2	*	**47,4**
Rural	Number	107	48	58	4	15	74	37	41	186	*	**634**
	Per cent	81,1	51,1	77,5	2,3	19,8	72,4	51,0	23,8	73,8	*	**52,6**

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

Indicator	Municipality											
	Statistics (numbers in thousands)	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Household income quintiles												
Quintile 1 (lowest income quintile)	Number	22	18	17	30	20	25	23	14	45	14	**229**
	Per cent	16,9	19,3	23,2	18,2	26,0	24,4	31,4	8,2	17,8	21,7	**19,0**
Quintile 2	Number	49	42	40	58	14	51	39	31	70	28	**423**
	Per cent	37,4	44,6	53,7	35,1	18,5	49,3	52,8	18,1	27,9	44,6	**35,1**
Quintile 3	Number	31	22	11	43	23	15	6	39	59	11	**259**
	Per cent	23,4	23,5	14,2	26,1	29,4	14,4	8,7	22,8	23,3	16,7	**21,5**
Quintile 4	Number	20	7	5	22	11	8	3	41	52	10	**179**
	Per cent	14,8	7,0	6,1	13,3	14,3	7,4	4,5	24,2	20,8	15,9	**14,8**
Quintile 5 (highest income quintile)	Number	10	5	2	12	9	5	2	46	25	*	**117**
	Per cent	7,4	5,6	2,8	7,3	11,8	4,6	2,6	26,7	10,1	*	**9,7**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentage calculated within local municipalities and North West.

Table 4.1 indicates that most learners in North West attended school (80,7%), followed by the students who attended pre-schools (9,7%) and higher educational institutions (4,4%). The table also makes it evident that learners in rural areas (52,6%) were more likely to attend an academic institution than those living in urban areas in North West. Mahikeng LM, Ratlou and Tswaing LMs, and Naledi and Greater Taung LMs had a high proportion of learners that are located in the rural areas. However, Maquassi Hills and City of Matlosana LMs, Ventersdorp and Tlokwe LMs and Rustenburg LM showed a higher proportion of learners located in the urban areas.

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

Indicator	Statistics (numbers in thousands)	Main mode						
		Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way	Other	Total %
Scholars and disability status								
Scholars	Number	65	127	2	72	611	5	**883**
	Per cent	7,3	14,4	0,2	8,2	69,3	0,6	**100,0**
Disabled scholars	Number	4	5	*	3	20	*	**32**
	Per cent	13,9	15,2	*	8,4	62,5	*	**100,0**
Geographic location of scholars								
Urban	Number	16	76	2	56	248	1	**399**
	Per cent	4,0	19,1	0,4	13,9	62,2	0,4	**100,0**
Rural	Number	49	51	*	17	363	3	**484**
	Per cent	10,1	10,6	*	3,5	75,2	0,7	**100,0**
Household income quintile of scholars								
Quintile 1 (lowest income quintile)	Number	10	14	*	7	129	*	**161**
	Per cent	6,3	9,0	*	4,3	80,0	*	**100,0**
Quintile 2	Number	30	31	*	8	273	1	**343**
	Per cent	8,8	8,9	*	2,4	79,6	0,3	**100,0**
Quintile 3	Number	14	28	*	12	136	1	**191**
	Per cent	7,3	14,8	*	6,3	71,0	0,7	**100,0**
Quintile 4	Number	8	34	*	18	62	*	**124**
	Per cent	6,6	27,4	*	14,8	49,9	*	**100,0**
Quintile 5 (highest income quintile)	Number	2	20	*	27	12	*	**63**
	Per cent	3,6	31,9	*	43,1	18,8	*	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for transport mode.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.
Total number of scholars includes disabled scholars.

The scholars and disabled scholars in North West were most likely to walk all the way, followed by taxis as a mode of travel to their educational institutions in all geographic locations. The highest proportion of scholars from households in all income quintile categories walked all the way to their educational institutions except for those households within the highest income quintile, who mostly used a car/bakkie as their mode of travel.

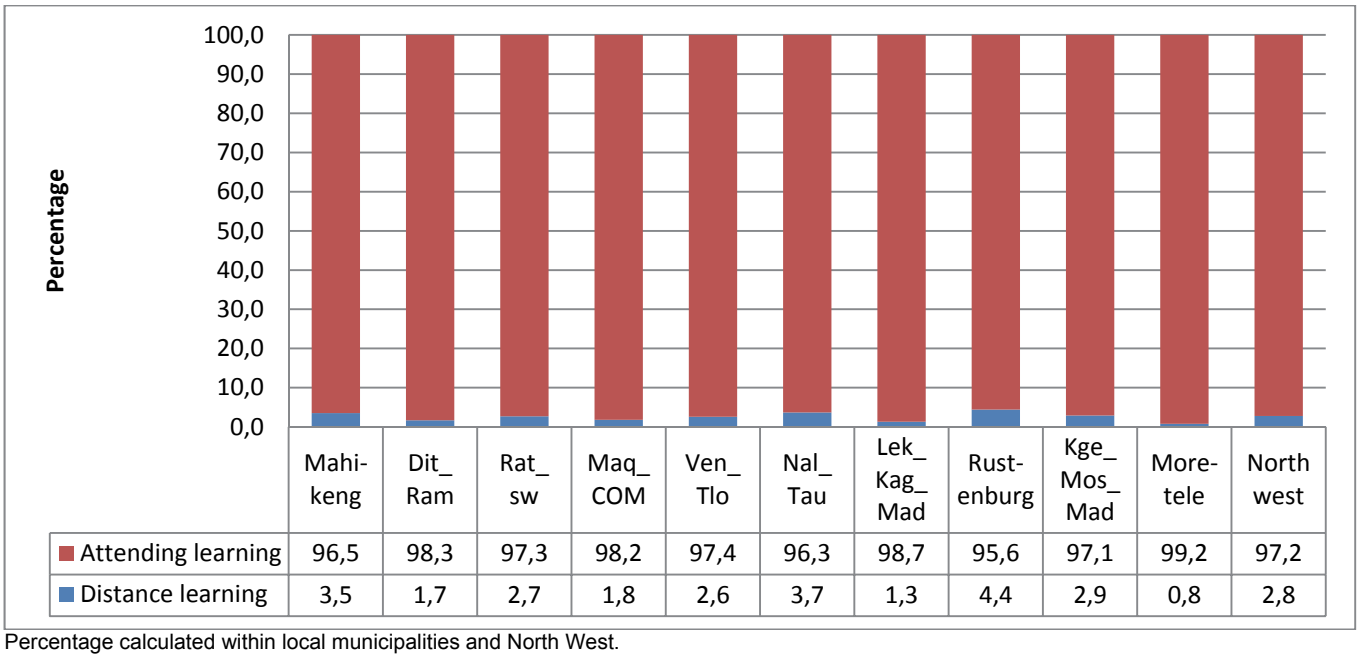
Table 4.3: Attendance of educational institution through attending classes or distance learning by municipality

Municipality	Statistics (numbers in thousands)	Learners who completed question	Per cent of NW attending classes	Per cent of NW distance learning
Mahikeng	Number	131	126	5
	Per cent	11,6	11,5	14,4
Dit_Ram	Number	87	86	1
	Per cent	7,7	7,8	4,7
Rat_Tsw	Number	71	69	2
	Per cent	6,3	6,3	6,2
Maq_COM	Number	161	159	3
	Per cent	14,2	14,4	9,0
Ven_Tlo	Number	75	73	2
	Per cent	6,6	6,6	6,2
Nal_Tau	Number	99	95	4
	Per cent	8,7	8,6	11,6
Lek_Kag_Mam	Number	70	69	1
	Per cent	6,2	6,3	2,9
Rustenburg	Number	159	152	7
	Per cent	14,0	13,8	22,5
Kge_Mos_Mad	Number	228	221	7
	Per cent	20,1	20,1	21,2
Moretele	Number	52	52	*
	Per cent	4,6	4,7	*
Total	**Number**	**1 134**	**1 103**	**31**
	Per cent	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
The total excluded unspecified way of learning.

Table 4.3 shows the distribution of distance learning scholars versus class attending learners across North West province. In all the LMs in North West, most students were attending classes. Kgetlengrivier, Moses Kotane and Madibeng LMs (20,1%) had the highest proportion of learners attending classes, followed by Maquassi Hills and City of Matlosana LMs (14,4%), while Moretele LM recorded the lowest proportion (4,7%) of learners who attended classes. Kgetlengrivier, Moses Kotane and Madibeng LMs and Rustenburg LM had a significant percentage of distance learners with 21,2% and 22,5% respectively.

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



	Mahi-keng	Dit_ Ram	Rat_ sw	Maq_ COM	Ven_ Tlo	Nal_ Tau	Lek_ Kag_ Mad	Rust-enburg	Kge_ Mos_ Mad	More-tele	North west
Attending learning	96,5	98,3	97,3	98,2	97,4	96,3	98,7	95,6	97,1	99,2	97,2
Distance learning	3,5	1,7	2,7	1,8	2,6	3,7	1,3	4,4	2,9	0,8	2,8

Percentage calculated within local municipalities and North West.

In North West, there were 97,2% learners who attended classes as their way of study, compared to 2,8% who were doing distance learning. The majority of learners studies by attending classes. Even though still relatively fewer, learners in Rustenburg LM (4,4%), Naledi and Greater Taung LMs (3,7%) and Mahikeng (3,5%) were more likely to study through distance learning than those living in other LMs.

4.2 Education related travel mode

This section covers number of days per week travelled to educational institution and modes of travel used.

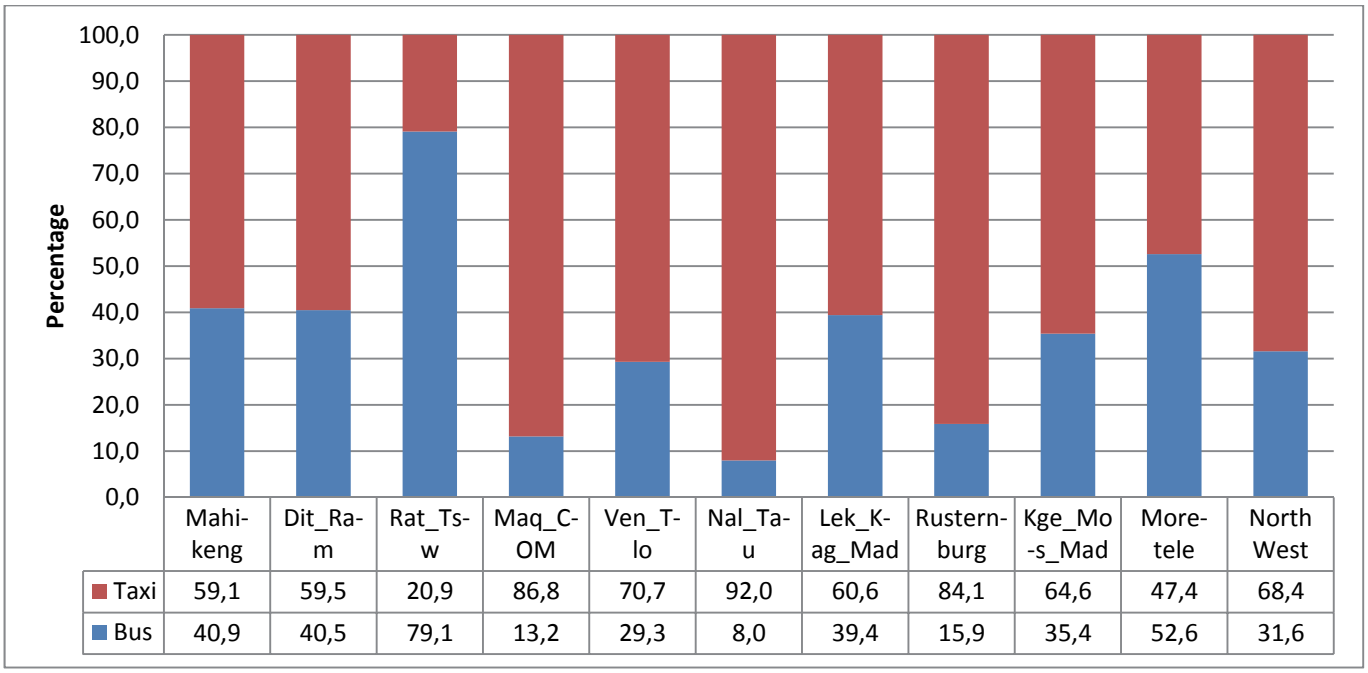
Table 4.4: Number of days per week travelled to educational institution by municipality

Educational institution and number of days		Statistics (numbers in thousands)	Municipality										
			Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Pre-school	5	Number	12	9	5	16	8	6	5	12	26	8	**107**
		Per cent	100,0	100,0	100,0	100,0	100,0	94,1	100,0	100,0	100,0	100,0	**99,7**
	1-4 or 6-7	Number	*	*	*	*	*	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*	*	*	*	*	*
School	5	Number	92	71	61	121	47	81	62	125	177	42	**880**
		Per cent	93,3	97,7	96,4	98,1	98,2	98,4	98,5	97,6	96,6	98,4	**97,1**
	1-4 or 6-7	Number	7	2	2	2	*	1	1	3	6	*	**26**
		Per cent	6,7	2,3	3,6	1,9	*	1,6	1,5	2,4	3,4	*	**2,9**
HigHer education institutions	5	Number	3	*	*	*	16	*	*	*	3	*	**25**
		Per cent	72,2	*	*	*	95,5	*	*	*	41,0	*	**60,0**
	1-4 or 6-7	Number	*	*	2	*	*	2	*	7	4	*	**17**
		Per cent	*	*	100,0	*	*	100,0	*	89,3	59,0	*	**40,0**
Other institutions	5	Number	5	3	*	9	*	1	*	9	8	2	**40**
		Per cent	64,5	66,2	*	81,9	*	73,9	*	76,8	83,6	87,3	**70,6**
	1-4 or 6-7	Number	3	2	4	2	*	*	*	3	2	*	**17**
		Per cent	35,5	33,8	81,8	18,1	*	*	*	23,2	16,4	*	**29,4**
Subtotal (All institutions)	5	Number	112	84	67	147	72	88	67	147	214	53	**1052**
		Per cent	91,1	94,4	89,3	96,7	96,0	95,7	98,5	92,5	95,1	98,1	**94,6**
	1-4 or 6-7	Number	11	5	8	5	3	4	1	12	11	1	**60**
		Per cent	8,9	5,6	10,7	3,3	4,0	4,3	1,5	7,5	4,9	1,9	**5,4**
Unspecified		Number	4	5	1	12	1	10	3	8	20	7	**75**
Total		**Number**	**127**	**94**	**76**	**164**	**76**	**102**	**71**	**167**	**245**	**61**	**1 187**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities.
Other institutions includes: FET college, ABET and literacy classes, etc.
The total excluded unspecified days of the week.

Table 4.4 shows the number of days learners travelled to their institutions by municipality. With reference to all kinds of educational institutions, most learners travelled for five days in a week. However, Naledi and Greater Taung LMs (5,9%) were the only municipalities with significant percentages of pre-school learners who travelled for 1 to 4 or 6 to 7 days to their institution. In Ratlou and Tswaing LMs, and Naledi and Greater Taung LMs, most learners in higher education indicated that they travelled for 1 to 4 or 6 to 7 days to their institutions, followed Rustenburg LM (89,3%).

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



	Mahi-keng	Dit_Ra-m	Rat_Ts-w	Maq_C-OM	Ven_T-lo	Nal_Ta-u	Lek_K-ag_Mad	Rustern-burg	Kge_Mo-s_Mad	More-tele	North West
Taxi	59,1	59,5	20,9	86,8	70,7	92,0	60,6	84,1	64,6	47,4	68,4
Bus	40,9	40,5	79,1	13,2	29,3	8,0	39,4	15,9	35,4	52,6	31,6

Percentage calculated within local municipalities and North West.

Of those learners who attended educational institutions, it was more likely that those who used public transport were using taxis (68,4%) comparing to 31,6% of bus users. Significantly, 92% of learners in Naledi and Greater Taung LMs used taxis and only 8,0% used buses as their mode of transport to go to educational institutions. However, Ditsobotla and Ramotshere LMs (79,1%) and Moretele LM (52,6%) were the only local municipalities where the majority of learners used buses to travel to their educational institutions.

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

Mode of travel	Statistics (numbers in thousands)	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	Number	15	6	11	4	4	*	2	8	23	7	**81**
	Per cent	11,8	6,8	15,3	2,4	5,3	*	3,2	5,3	10,0	12,1	**7,2**
Taxi	Number	22	9	3	26	9	12	3	44	42	6	**176**
	Per cent	17,1	10,0	4,0	15,9	12,8	11,7	4,9	28,2	18,2	10,9	**15,5**
Car/truck driver	Number	*	*	*	7	9	*	1	*	*	*	**19**
	Per cent	*	*	*	4,3	11,9	*	1,0	*	*	*	**1,7**
Car/truck passenger	Number	8	9	*	15	11	7	2	33	15	2	**103**
	Per cent	6,7	9,6	*	9,6	15,4	6,7	3,3	21,4	6,4	3,1	**9,1**
Walking all the way	Number	81	66	55	109	38	79	62	66	148	43	**748**
	Per cent	63,9	73,3	78,3	67,6	52,5	79,4	87,4	42,8	64,0	73,4	**65,8**
Other	Number	*	*	*	*	*	*	*	2	2	*	**9**
	Per cent	*	*	*	*	*	*	*	1,5	1,0	*	**0,8**
Total	**Number**	**127**	**90**	**70**	**161**	**73**	**100**	**71**	**155**	**232**	**58**	**1 137**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.
The total excluded unspecified mode of travel.

Table 4.5 illustrates the main mode of transport for learners to their various educational institutions in North West province. In all the LMs, 'walking all the way' was the main mode for learners used to reach their educational institutions, where out of 1,1 million students, 749 000 were walking all the way to their institutions. Taxis (15,5%) were the second mode of travel for learners in the province.

Buses were mainly used in Ratlou and Tswaing LMs (15,3%) and Moretele LM (12,1%). Taxis were mainly used in Rustenburg LM (28,2%), Kgetlengrivier, Moses Kotane and Madibeng LMs (18,2%), Mahikeng LM (17,1%), Maquassi Hills and City of Matlosana LMs (15,9%), Ventersdorp and Tlokwe LMs (12,8%) and Ditsobotla and Ramotshere LMs (10%).

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

Mode of travel	Statistics (numbers in thousands)	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	Number	12	5	10	4	4	*	2	7	16	4	**65**
	Per cent	18,9	7,6	14,8	6,0	5,5	*	3,2	11,4	24,3	6,8	**100,0**
Taxi	Number	14	7	1	19	9	8	3	33	30	5	**127**
	Per cent	10,8	5,4	1,0	14,6	6,7	5,9	2,6	25,6	23,4	4,0	**100,0**
Car/truck driver	Number	*	*	*	*	*	*	1	*	*	*	**2**
	Per cent	*	*	*	*	*	*	43,9	*	*	*	**100,0**
Car/truck passenger	Number	5	7	*	11	8	5	2	28	6	*	**72**
	Per cent	6,8	9,6	*	15,2	11,1	6,7	2,7	38,9	7,9	*	**100,0**
Walking all the way	Number	67	53	48	88	27	69	55	54	121	30	**611**
	Per cent	11,0	8,6	7,8	14,5	4,4	11,2	8,9	8,8	19,9	4,9	**100,0**
Other	Number	*	*	*	*	*	*	*	*	1	*	**5**
	Per cent	*	*	*	*	*	*	*	*	30,3	*	**100,0**
Total	**Number**	**99**	**72**	**59**	**122**	**47**	**82**	**63**	**124**	**174**	**41**	**883**
	Per cent	**11,2**	**8,1**	**6,7**	**13,8**	**5,3**	**9,3**	**7,1**	**14,0**	**19,7**	**4,6**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentage calculated across local municipalities and within North West.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.
The total excluded unspecified mode of travel.

School-going learners used different modes of travel to their various educational institutions. Only 2000 train users were identified in the province and 45,9% of them were from Ratlou and Tswaing LMs, followed by Mahikeng LM at 31,8%. Most learners who used buses as their mode of transport were found in Kgetlengrivier, Moses Kotane and Madibeng LMs (24,3%), followed by those in Mahikeng LM (18,9%). Naledi and Greater Taung LMs (1,6%) had the least number of learners in North West using buses as their mode of transport.

North West had 127 000 scholars travelling by taxi to their educational institutions. Of this total, 25,6% of learners resided in Rustenburg LM, followed by 23,4% in Kgetlengrivier, Moses Kotane and Madibeng LMs, while Ratlou and Tswaing LMs (1%) had the least number of school-going learners using taxis as their mode of travel to their institutions.

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

Modes of travel	Statistics (numbers in thousands)	Institution					
		Pre-school	School	Higher education institution	Further education and training college	Other institutions	Total
Bus	Number	2	65	3	5	3	**78**
	Per cent	1,5	7,3	11,7	24,0	9,3	**7,3**
Taxi	Number	17	127	6	7	9	**165**
	Per cent	15,6	14,4	20,4	30,1	30,9	**15,5**
Car\truck driver	Number	*	2	10	7	*	**19**
	Per cent	*	0,2	34,6	30,3	*	**1,8**
Car\truck passenger	Number	19	72	3	*	*	**95**
	Per cent	18,3	8,2	8,9	*	*	**8,9**
Walking all the way	Number	66	611	5	3	16	**702**
	Per cent	62,6	69,3	19,0	13,4	54,8	**65,7**
Other	Number	2	5	*	*	*	**9**
	Per cent	2,0	0,6	*	*	*	**0,8**
Total	**Number**	**106**	**883**	**28**	**22**	**29**	**1 068**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Unspecified types of institutions and modes of travel were excluded from the total for the calculation of percentages.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.
Other institutions includes: ABET and literacy classes, etc.

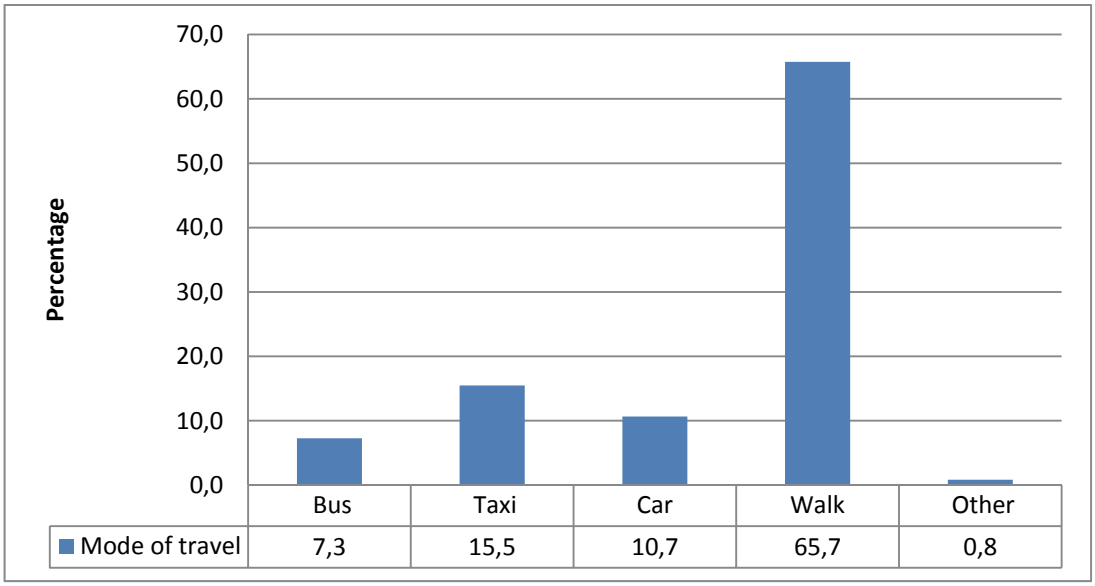
Table 4.7 indicates the mode of transport used by learners in North West to their different educational institutions. Out of 1,1 million learners in North West, 702 000 learners walked all the way to their educational institutions, followed by 165 000 taxi users. Transport by train was the least used mode of transport (2 000 learners). Since so few learners used this mode of transport it is not depicted in the table. Most learners who attended higher education institutions drove cars/trucks (34,6%) to their educational institutions, followed by those who used taxis (20,4%). Learners who attended further education and training colleges mostly used taxis (30,1%) and drove cars/trucks (30,3%), followed by those who used buses at (24,0%) to travel to their educational institutions.

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

Percentage calculated within geographical location and North West.

Approximately 3,7% of learners in North West walked all the way for more than 60 minutes to their educational institutions. Learners in urban areas (3,8%) were more likely to walk for more than 60 minutes than learners in rural areas (3,6%).

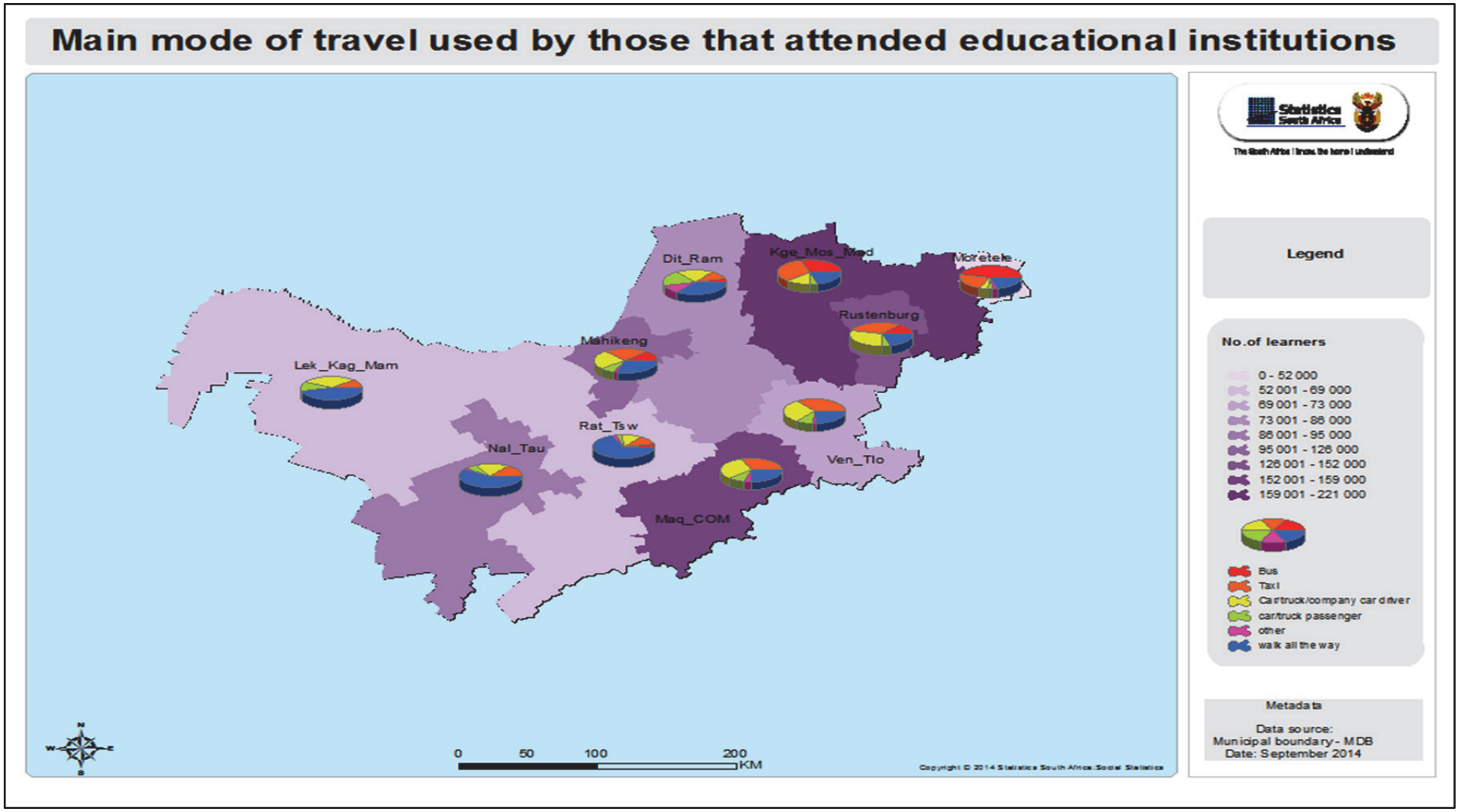
Figure 4.4: Main mode of travel to educational institution



Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.
Percentage calculated across mode of travel.

Figure 4.4 indicates the mode of travel used by learners to their educational institutions in North West province. Nearly seven in ten (65,7%) learners walked all the way to their institutions, while 15,% travelled by taxi.

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



4.3 Departure, waiting, arrival and total travel times

This section covers the departure time to an educational institution by learners, the time taken to walk to get transport and time spent waiting for that transport, how long learners walked to the educational institution after getting off the transport and also the total time travelled to the educational institution.

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

Municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Mahikeng	127	6,6	24,9	64,5	4,0	**100,0**
Dit_Ram	90	7,9	20,1	68,2	3,8	**100,0**
Rat_Tsw	73	11,6	21,7	59,9	6,8	**100,0**
Maq_COM	163	8,0	22,8	62,4	6,9	**100,0**
Ven_Tlo	74	8,4	13,0	64,9	13,7	**100,0**
Nal_Tau	100	8,2	24,6	62,0	5,2	**100,0**
Lek_Kag_Mam	71	12,5	29,6	54,3	3,6	**100,0**
Rustenburg	157	25,0	32,9	38,8	3,3	**100,0**
Kge_Mos_Mad	241	16,0	22,9	57,0	4,1	**100,0**
Moretele	62	11,2	8,0	73,5	7,3	**100,0**
North West	**1 158**	**12,5**	**23,3**	**58,8**	**5,4**	**100,0**

Percentages calculated within local municipalities and North West.
Totals exclude unspecified time of leaving place of residence.

It was evident that the majority of learners (58,8%) in North West who attended educational institutions, left home between 07:00 to 07:59 get to their institutions, followed by those who left between 06:30 to 06:59 (23,3%). Only 5,4% of learners left at 08:00 or later.

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

Municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within municipality)			
		Up to 15 minutes	16–30 minutes	>30 minutes	Total
Mahikeng	42	100,0	*	*	**100,0**
Dit_Ram	21	97,0	1,4	1,5	**100,0**
Rat_Tsw	15	97,4	*	2,6	**100,0**
Maq_COM	50	96,3	3,7	*	**100,0**
Ven_Tlo	32	98,9	1,1	*	**100,0**
Nal_Tau	19	98,6	1,4	*	**100,0**
Lek_Kag_Mam	8	96,8	3,2	*	**100,0**
Rustenburg	86	97,1	2,3	0,5	**100,0**
Kge_Mos_Mad	60	95,8	4,2	*	**100,0**
Moretele	10	84,4	11,4	4,2	**100,0**
North West	**345**	**97,0**	**2,5**	**0,5**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals excluded unspecified time taken walking to the first transport.

Table 4.9 indicates the time taken by learners to their first transport in North West. Out of 345 000 learners who indicated they walked to their first transport, the majority (97,0%) walked up to 15 minutes, followed by those who walked 16–30 minutes (2,5%). Only 0,5% of learners walked for more than 30 minutes.

Learners in Mahikeng LM were more likely to walk up to 15 minutes to their first transport. Only in Moretele LM did a significant percentage of learners (11,4%) walk between 16–30 minutes, while 4,2% walked more than 30 minutes to get to their first transport.

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

Municipality	Number of learners who wait for the first transport ('000)	Waiting time			
		Up to 15 minutes		>15 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent
Mahikeng	42	38	90,1	4	9,9
Dit_Ram	21	20	98,4	*	*
Rat_Tsw	14	12	82,0	3	18,0
Maq_COM	49	47	96,4	2	3,6
Ven_Tlo	32	30	92,7	2	7,3
Nal_Tau	19	18	96,9	*	*
Lek_Kag_Mam	7	6	83,8	1	16,2
Rustenburg	86	81	93,5	6	6,5
Kge_Mos_Mad	57	54	95,5	3	4,5
Moretele	8	7	80,2	2	19,8
North West	**336**	**313**	**93,2**	**23**	**6,8**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals excluded unspecified time spent waiting for the first transport to arrive.

Table 4.10 indicates that in North West, 336 000 learners waited for their first transport to arrive. The time varied between municipalities; however, for North West province, 93,2% of learners waited up to 15 minutes for their first transport to arrive, and about 6,8% waited for more than 15 minutes.

Learners in Ditsobotla and Ramotshere LMs, Maquassi Hills and City of Matlosana LMs, Naledi and Greater Taung LMs and Kgetlengrivier, Moses Kotane and Madibeng LMs were more likely to wait for up to 15 minutes for their first transport to arrive. Ratlou and Tswaing LMs and Lekwa Teemane, Kagisano and Mamusa LMs had significant percentages of learners who waited for more than 15 minutes for their first transport (18% and 16,2% respectively).

About eighty per cent (80,2%) of learners in Moretele LM waited for up to 15 minutes for their first transport to arrive, and 19,8% learners waited more than 15 minutes for their first transport to arrive.

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

Municipality	Number of persons who walk at the end of the trip ('000)	Walking time (per cent within municipality)		
		Up to 15 min	>15 min	Total
Mahikeng	36	97,3	2,7	**100,0**
Dit_Ram	17	98,3	1,7	**100,0**
Rat_Tsw	13	98,2	1,8	**100,0**
Maq_COM	46	96,6	3,4	**100,0**
Ven_Tlo	28	99,3	0,7	**100,0**
Nal_Tau	19	94,6	5,4	**100,0**
Lek_Kag_Mam	7	86,8	13,2	**100,0**
Rustenburg	82	92,9	7,1	**100,0**
Kge_Mos_Mad	55	86,4	13,6	**100,0**
Moretele	9	95,3	4,7	**100,0**
North West	**312**	**94,0**	**4,2**	**100,0**

Percentages calculated within local municipalities and North West.
Total excluded unspecified walking time after getting off the transport.

There were 312 000 learners in North West who walked to their educational institution after getting off their transport. According to Table 4.11, in North West province, 94,0% of learners walked for up to 15 minutes, followed by those who walked more than 15 minutes (4,2%).

Ninety-eight per cent of learners in Ditsobotla and Ramotshere LMs walked for up to 15 minutes after being dropped by their transport, and 1,7% of learners walked more for than 15 minutes. In Moretele LM, 95,3% of learners walked for up to 15 minutes and 4,7% learners walked more than 15 minutes to their institutions after having been dropped off by their transport.

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

Mode and time travelled in minutes	Municipality										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus											
Mean (minutes)	46	46	50	65	56	77	70	56	63	74	57
1–30	37,8	30,2	28,4	*	24,3	19,0	9,3	29,1	17,7	36,2	25,7
31–60	48,6	57,5	54,2	72,8	46,2	43,4	42,1	34,7	38,6	17,7	43,9
61 plus	13,7	12,3	17,4	27,2	29,5	37,6	48,6	36,2	43,6	46,1	30,4
Total	**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)	36	32	31	46	43	34	51	50	48	59	45
1–30	68,6	79,2	57,3	41,0	30,9	57,6	52,5	40,0	46,8	37,8	48,3
31–60	25,9	8,1	42,7	39,8	55,9	38,8	10,8	31,8	33,7	32,2	33,1
61 plus	5,5	12,7	.	19,2	13,3	3,6	36,7	28,2	19,5	30,0	18,6
Total	**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 (minutes)	*	*	*	19	14	150	28	47	90	*	26
1–30	*	*	*	94,9	95,3	*	55,3	71,5	*	*	85,5
31–60	*	*	*	5,1	4,7	*	44,7	*	*	*	5,2
61 plus	*	*	*	*	*	100,0	*	28,5	100,0	*	9,4
Total	*	*	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	*	**100,0**
Car\bakkie\truck passenger											
Mean (minutes)	33	32	21	30	20	26	27	46	32	30	34
1–30	62,9	80,7	63,0	68,1	87,1	77,5	79,2	56,7	68,6	48,1	67,9
31–60	22,6	4,1	37,0	28,0	5,8	18,0	20,8	23,2	16,9	34,8	19,3
61 plus	14,5	15,2	.	3,9	7,1	4,5	.	20,1	14,5	17,1	12,8
Total	**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)	28	24	26	28	21	26	29	30	28	33	28
1–30	71,5	79,3	79,5	77,2	83,3	78,5	73,1	73,1	76,3	66,8	75,9
31–60	28,1	17,2	17,6	15,4	14,1	18,8	22,3	21,5	21,4	27,8	20,4
61 plus	0,5	3,4	2,9	7,4	2,6	2,7	4,6	5,4	2,3	5,4	3,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

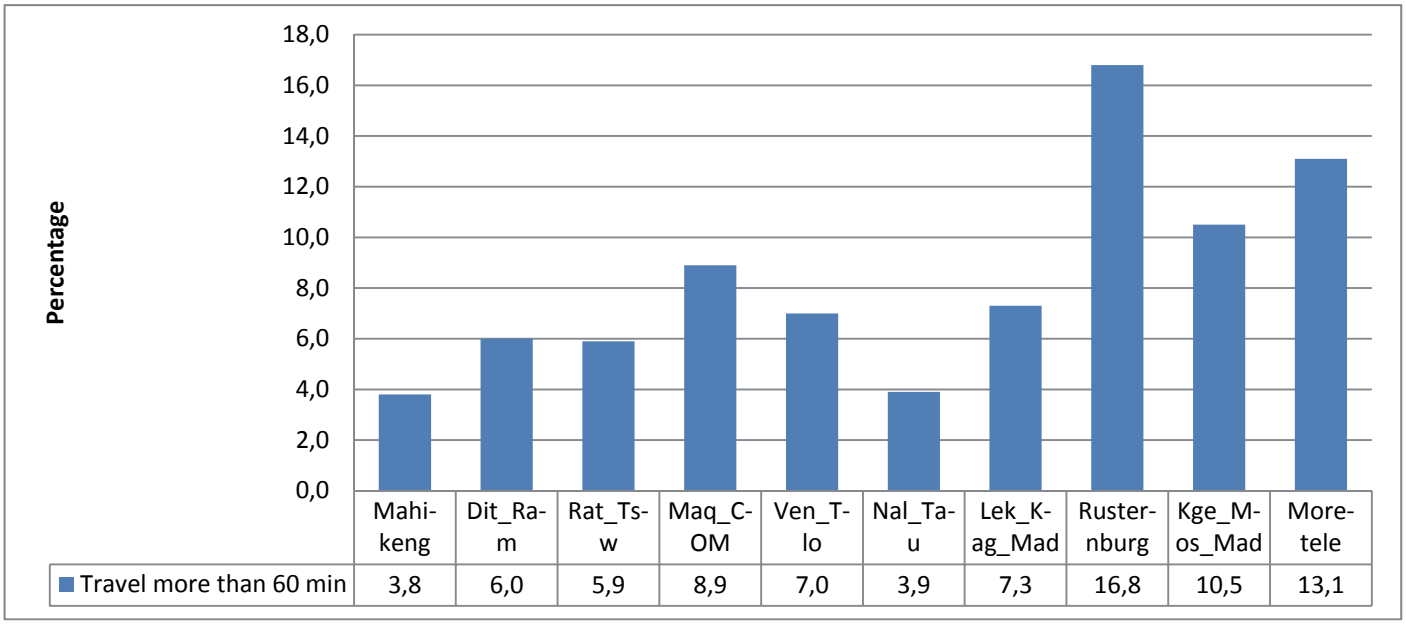
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Total excluded unspecified travel time.

In North West, most learners who travelled by bus, travelled between 31–60 minutes (43,9%), followed by 30,4% of learners who travelled for more than 60 minutes and 25,7% who travelled for up to 30 minutes. Significantly, 72,8% learners in Maquassi Hills and City of Matlosana LMs travelled between 31–60 minutes by bus, and only 27,2% of learners travelled for more than 60 minutes to their institutions.

Nearly eighty per cent (79,2%) of learners in Ditsobotla and Ramotshere LMs travelled for up to 30 minutes to their educational institutions by taxi, followed by 12,7% who travelled for more than an hour. Only 8,1% travelled between 31–60 minutes to their institutions by taxi.

In North West province, 3,7% learners walked all the way to their educational institutions for more than 60 minutes. The most significant percentage of learners who walked all the way for more than 60 minutes were from Maquassi Hills and City of Matlosana LMs (7,4%), Rustenburg LM and Moretele LM (5,4% each), while only 0,5% learners in Mahikeng LM walked all the way for more than 60 minutes.

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

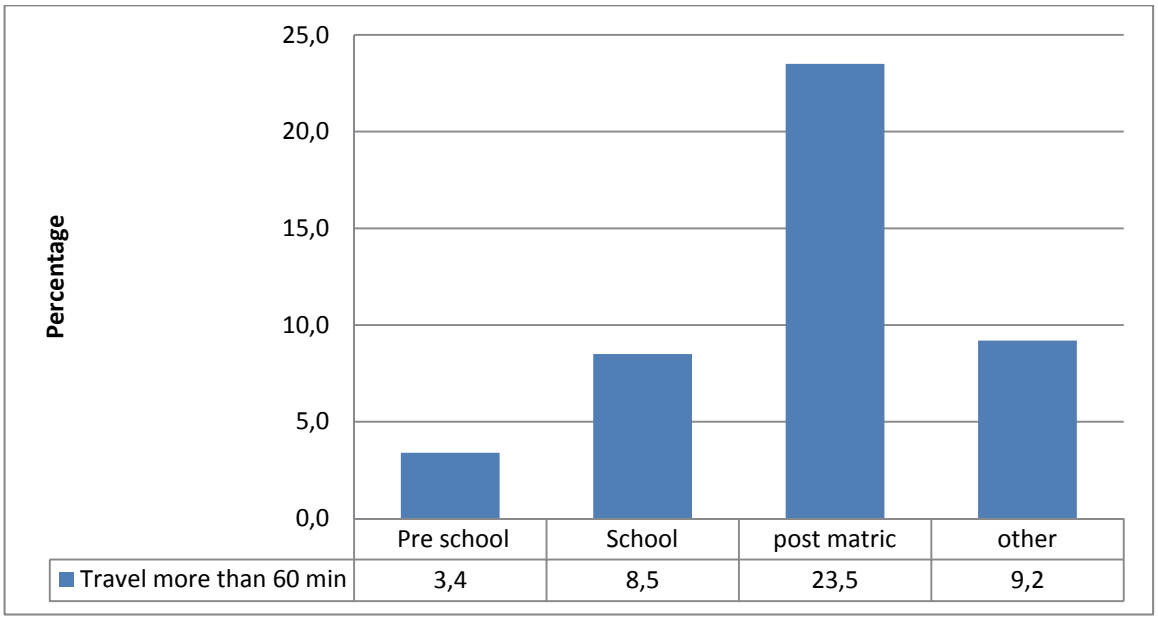


	Mahi-keng	Dit_Ra-m	Rat_Ts-w	Maq_C-OM	Ven_T-lo	Nal_Ta-u	Lek_K-ag_Mad	Ruster-nburg	Kge_M-os_Mad	More-tele
Travel more than 60 min	3,8	6,0	5,9	8,9	7,0	3,9	7,3	16,8	10,5	13,1

Percentage calculated within local municipalities.

Figure 4.5 shows the percentage of learners who travelled for more than 60 minutes to their educational institution. In Rustenburg LM, 16,8% of learners travelled for more than 60 minutes, 13,1% of Moretele LM learners travelled for more than 60 minutes, and only 3,9% of Naledi and Greater Taung LMs learners travelled for more than 60 minutes.

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



Other institutions includes: ABET and literacy classes, etc.
Percentage calculated within educational institutuions.

Figure 4.6 shows the percentage of learners travelling for more than 60 minutes to their various educational institutions. The highest percentage of learners (23,5%) were post-matric, followed by learners attending other educational institutions (9,2%) and those who attended school (8,5%). A total of 3,4% of learners who attended pre-school, travelled for more than 60 minutes to their educational institution.

4.4 Monthly cost of transport

Monthly cost of transport is summarised in this section.

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

Mode and monthly payment in rand	Municipality (Per cent within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus											
Mean (Rand)	240	505	389	273	*	208	595	314	281	456	307
1-100	7,1	*	*	*	*	*	*	3,8	*	10,5	3,2
101-200	*	*	*	25,2	*	53,6	*	10,1	26,4	*	14,4
200+	92,9	100,0	100,0	74,8	*	46,4	100,0	86,0	73,6	89,5	82,5
Total	**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)	419	189	940	403	251	224	274	583	321	973	429
1-100	*	13,2	7,8	4,7	*	23,8	*	0,1	10,1	4,8	5,7
101-200	*	47,8	23,6	9,6	25,1	44,4	38,9	15,9	36,6	*	22,2
200+	100,0	39,0	68,6	85,7	74,9	31,9	61,1	84,0	53,3	95,2	72,1
Total	**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\company car driver											
Mean (Rand)	*	*	*	1200	1203	2194	1488	600	2448	*	1 313
1-100	*	*	*	*	*	*	*	*	*	*	*
101-200	*	*	*	*	*	*	19,0	*	*	*	0,6
200+	*	*	*	100,0	100,0	100,0	81,0	100,0	100,0	*	99,4
Total	*	*	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	*	**100,0**
Car\bakkie\truck passenger											
Mean (Rand)	310	194	100	239	117	136	206	443	184	229	263
1-100	*	45,7	100,0	10,3	46,3	30,9	*	*	11,1	*	10,9
101-200	*	27,8	*	29,0	53,7	53,5	79,0	0,6	78,1	34,8	34,3
200+	100,0	26,5	*	60,7	*	15,7	21,0	99,4	10,8	65,2	54,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Total excluded unspecified monthly costs.

Travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in North West, with a mean of R1 313, and 99,4% per cent of learners spent more than R200 per month. Car/truck/bakkie passengers spent on average R263 to travel to their educational institutions.

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

5.1 Introduction

This section is based on the travel patterns for work reasons by public users. It highlights the modes of travel used, including motorised and non-motorised vehicles, time waited for transport and time spent on the roads from residential area to place of work. The data contained in this section will help address the National Transport Policy to reduce commuting on foot to at least 6 km within the next twenty years, and to provide means of transport that are affordable, reliable, safe and accessible to people with disabilities.

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

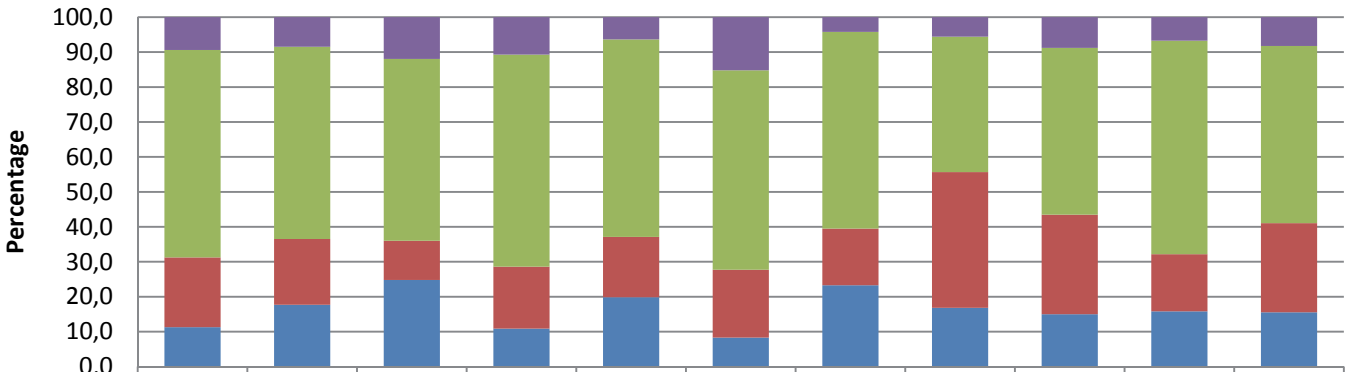
Indicator	Municipality											
	Statistics (numbers in thousands)	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Morotele	North West
Worker status												
Workers	Number	74	70	33	132	75	42	34	232	239	31	**964**
	Per cent	7,7	7,3	3,5	13,7	7,8	4,4	3,6	24,1	24,9	3,2	**100,0**
Disabled	Number	6	2	2	4	2	3	2	5	5	*	**30**
	Per cent	18,6	6,6	5,3	11,9	6,3	9,2	5,1	17,9	16,8	*	**100,0**
Geographic location												
Urban	Number	16	40	10	123	57	14	21	194	75	*	**549**
	Per cent	2,8	7,3	1,7	22,4	10,3	2,6	3,8	35,4	13,6	*	**100,0**
Rural	Number	59	30	24	9	18	28	13	38	165	31	**415**
	Per cent	14,2	7,3	5,7	2,2	4,3	6,8	3,2	9,2	39,7	7,4	**100,0**
Household income quintiles												
Quintile 1 (Lowest income quintile)	Number	3	*	*	2	*	*	*	3	3	*	**15**
	Per cent	23,5	*	*	11,8	*	*	*	21,8	23,1	*	**100,0**
Quintile 2	Number	13	16	9	27	8	15	9	15	29	6	**148**
	Per cent	8,9	10,8	6,2	18,6	5,4	10,3	6,1	10,3	19,5	3,9	**100,0**
Quintile 3	Number	19	19	8	36	20	9	6	34	58	8	**217**
	Per cent	8,9	8,6	3,7	16,5	9,0	4,1	3,0	15,7	26,9	3,6	**100,0**
Quintile 4	Number	23	19	10	31	26	10	10	72	85	11	**298**
	Per cent	7,6	6,2	3,5	10,5	8,7	3,4	3,4	24,3	28,6	3,8	**100,0**
Quintile 5 (highest income quintile)	Number	16	17	5	36	21	8	8	107	64	5	**287**
	Per cent	5,5	5,9	1,7	12,5	7,3	2,7	2,9	37,4	22,3	1,8	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
Totals exclude unspecified cases.
Total number of workers includes disabled workers.

Table 5.1 describes workers' disability status, geographic location and household income quintiles. Roughly 24% of workers were based in Rustenburg LM, and Kgetlengrivier, Moses Kotane and Madibeng LMs. Out of the 30 000 disabled workers 18,6% were found in Mahikeng LM, 17,9% were found in Rustenburg LM and 16,8% were found in Kgetlengrivier, Moses Kotane and Madibeng LMs. Ratlou and Tswaing LMs, and Naledi and Greater Taung LMs had a small percentage of workers in urban areas while Kgetlengrivier, Moses Kotane and Madibeng LMs had the highest percentage of workers in rural areas (39,7%).

Mahikeng LM had the highest percentage of workers from households within the lower income quintile (23,5%). Rustenburg LM, on the other hand, had a large percentage of workers from households within the highest income quintile (37,4%).

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



	Mahi-keng	Dit_Ra-m	Rat_Ts-w	Maq_C-OM	Ven_T-lo	Nal_Ta-u	Lek_Kag_Mad	Rustern-burg	Kge_M-os_Mad	More-tele	North West
1-4 days	9,4	8,5	12,0	10,7	6,4	15,2	4,2	5,6	8,8	6,7	8,3
5 days	59,4	55,0	52,0	60,7	56,5	57,1	56,3	38,8	47,7	61,1	50,7
6 days	20,0	18,8	11,2	17,7	17,3	19,4	16,2	38,9	28,5	16,3	25,5
7 days	11,3	17,7	24,8	10,9	19,8	8,3	23,3	16,8	15,0	15,8	15,5

Percentages calculated within local municipalities and North West.

Figure 5.1 summarises the number of days travelled per week to place of work in the North West province. In this province, the majority of workers travelled five days per week (50,7%) to their place of work, followed by those who worked six days per week (25,5%). Only a small percentage of workers worked less than five days (8,3%).

Most workers (61,1%) in Moretele LM worked five days per week, while in Rustenburg, almost 40% of workers stated that they worked six days per week. Lekwa Teemane, Kagisano and Mamusa LMs presented a small percentage of workers who worked less than five days (4,2%), and nearly a quarter of the workers (23,3%) travelled to their place of work seven days a week.

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

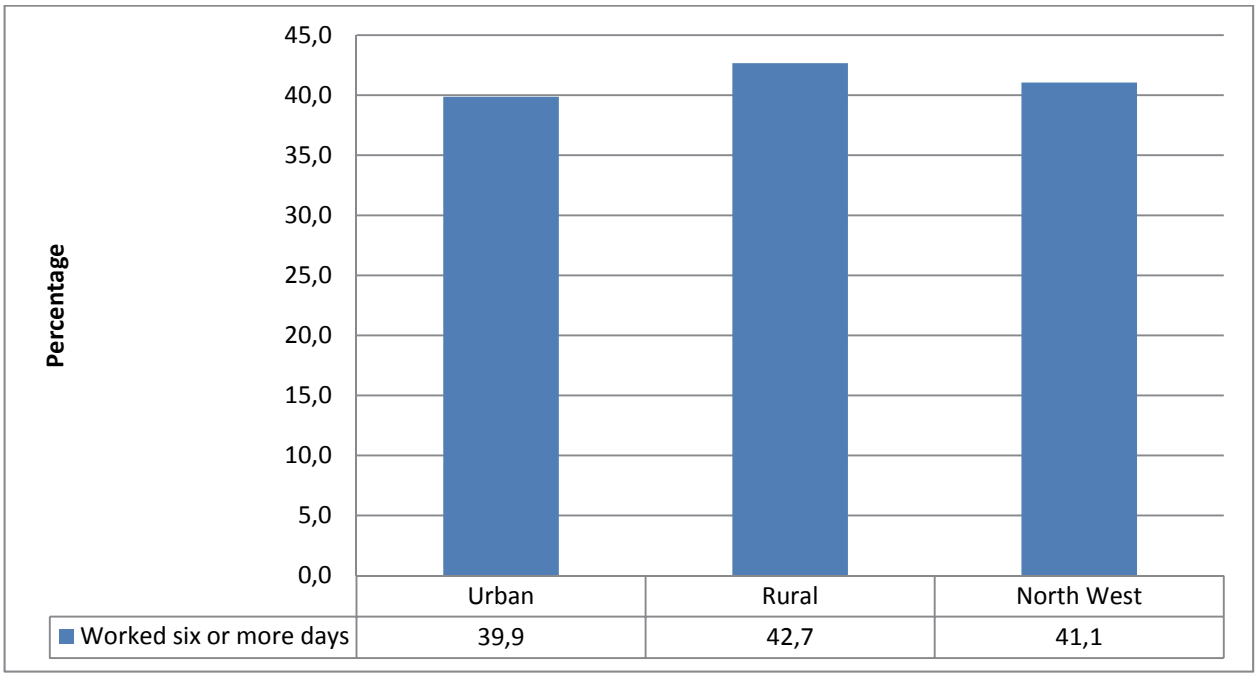
Municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Mahikeng	Number	7	42	22	**70**
	Per cent	9,4	59,4	31,2	**100,0**
Dit_Ram	Number	5	34	23	**62**
	Per cent	8,5	55,0	36,5	**100,0**
Rat_Tsw	Number	4	17	11	**32**
	Per cent	12,0	52,0	36,0	**100,0**
Maq_COM	Number	13	74	35	**122**
	Per cent	10,7	60,7	28,6	**100,0**
Ven_Tlo	Number	4	39	26	**70**
	Per cent	6,4	56,5	37,1	**100,0**
Nal_Tau	Number	6	22	11	**39**
	Per cent	15,2	57,1	27,7	**100,0**
Lek_Kag_Mam	Number	1	18	13	**32**
	Per cent	4,2	56,3	39,5	**100,0**
Rustenburg	Number	12	85	122	**220**
	Per cent	5,6	38,8	55,7	**100,0**
Kge_Mos_Mad	Number	19	105	96	**221**
	Per cent	8,8	47,7	43,5	**100,0**
Moretele	Number	2	18	9	**29**
	Per cent	6,7	61,1	32,1	**100,0**
North West	**Number**	**74**	**454**	**368**	**895**
	Per cent	**8,3**	**50,7**	**41,1**	**100,0**
Geographic location					
Urban	Number	39	271	205	**514**
	Per cent	7,5	52,6	39,9	**100,0**
Rural	Number	35	183	163	**381**
	Per cent	9,2	48,1	42,7	**100,0**

Percentages calculated within local municipalities and North West.
Totals excluded unspecified days of the week.

Table 5.2 illustrates number of days travelled per week to place of work. Approximately 50,7% of people in North West travelled five days per week to their place of work. Only a small number of persons travelled 1–4 days per week to their place of work (8,3%). A major number of people in Moretele LM travelled 5 days per week (61,1%), while more than a half per cent of workers in Rustenburg LM travelled 6 days per week to a place of work (55,7%).

Slightly above fifty per cent of workers (52,6%) in urban areas travelled to their place of work for 5 days per week, as opposed to 48,1% workers in the rural areas who travelled to their place of work for 5 days per week . Workers in rural areas were more likely to travel for 6 days or more to their place of work (42,7%).

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



Percentage calculated within geographical location and North West.

Figure 5.2 presents information about workers who worked six or more days per week. Workers in rural areas (42,7%) were more likely to work six or more days per week than workers in urban areas (39,9%).

5.2 Modes of travel

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

Indicator	Statistics (numbers in thousands)	Main mode					
		Bus	Taxi	Car/truck company car driver	Car/truck passenger	Walk all the way	Other
Municipality							
Mahikeng	Number	7	18	13	5	20	2
	Per cent	10,9	27,3	20,4	7,9	30,0	3,5
Dit_Ram	Number	2	6	14	9	22	5
	Per cent	4,2	9,7	24,6	16,1	36,8	8,7
Rat_Tsw	Number	*	3	4	1	20	*
	Per cent	*	9,0	13,0	3,9	69,7	*
Maq_COM	Number	*	39	32	12	30	6
	Per cent	*	32,7	26,6	10,0	25,1	5,2
Ven_Tlo	Number	*	24	17	7	16	1
	Per cent	*	36,0	26,0	11,1	24,7	2,2
Nal_Tau	Number	*	5	9	2	22	1
	Per cent	*	13,7	24,2	4,7	55,2	2,2
Lek_Kag_Mam	Number	*	3	11	3	15	*
	Per cent	*	9,0	33,9	9,0	47,5	*
Rustenburg	Number	27	76	64	14	41	*
	Per cent	12,0	34,1	28,8	6,2	18,4	*
Kge_Mos_Mad	Number	65	62	32	11	40	2
	Per cent	30,7	29,1	15,2	5,1	18,9	1,1
Moretele	Number	14	6	2	*	6	*
	Per cent	49,6	19,2	6,5	*	19,3	*
North West	**Number**	**117**	**240**	**199**	**65**	**231**	**21**
	Per cent	**13,4**	**27,5**	**22,8**	**7,5**	**26,4**	**2,4**
Workers and disability status							
Total number of workers	Number	117	240	199	65	231	21
	Per cent	13,4	27,5	22,8	7,5	26,4	2,4
Disabled workers	Number	2	9	4	3	8	*
	Per cent	7,0	33,9	14,9	11,4	27,8	*
Geographic location of workers							
Urban workers	Number	30	159	158	48	103	14
	Per cent	5,9	31,1	30,8	9,3	20,1	2,7
Rural workers	Number	87	81	41	18	128	7
	Per cent	24,0	22,5	11,4	4,8	35,4	1,9
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	1	*	4	*	4	*
	Per cent	13,1	*	32,4	*	38,9	*
Quintile 2	Number	16	31	8	10	59	6
	Per cent	12,2	24,5	5,9	7,4	45,7	4,3
Quintile 3	Number	25	61	19	13	66	6
	Per cent	13,4	31,9	9,9	6,8	34,8	3,3
Quintile 4	Number	44	91	43	19	72	7
	Per cent	16,1	32,9	15,8	6,7	26,1	2,4
Quintile 5 (highest income quintile)	Number	30	57	126	23	30	2
	Per cent	11,3	21,4	46,9	8,7	11,1	0,6

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
Totals exclude unspecified mode of travel.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.

Table 5.3 show workers' disability status, geographic location, household income quintile and municipality by main mode. Nearly 28% of workers used taxis as their main mode of transport, followed by workers who walked all the way to their place of work (26,4%). A small percentage of workers (7,5%) used a car/truck as passengers for their modes of transport.

The majority of people in rural areas walk all the way to their place of work (35,4%), whilst more than 30% of workers in urban areas used taxis and/or cars/trucks as drivers for their mode of transport. Nearly four in ten (38,9%) workers from households from in the lowest income quintile walked all the way to their places of work, and workers from households within higher income quintiles were more likely to drive a car/bakkie to their place of work (46,9%).

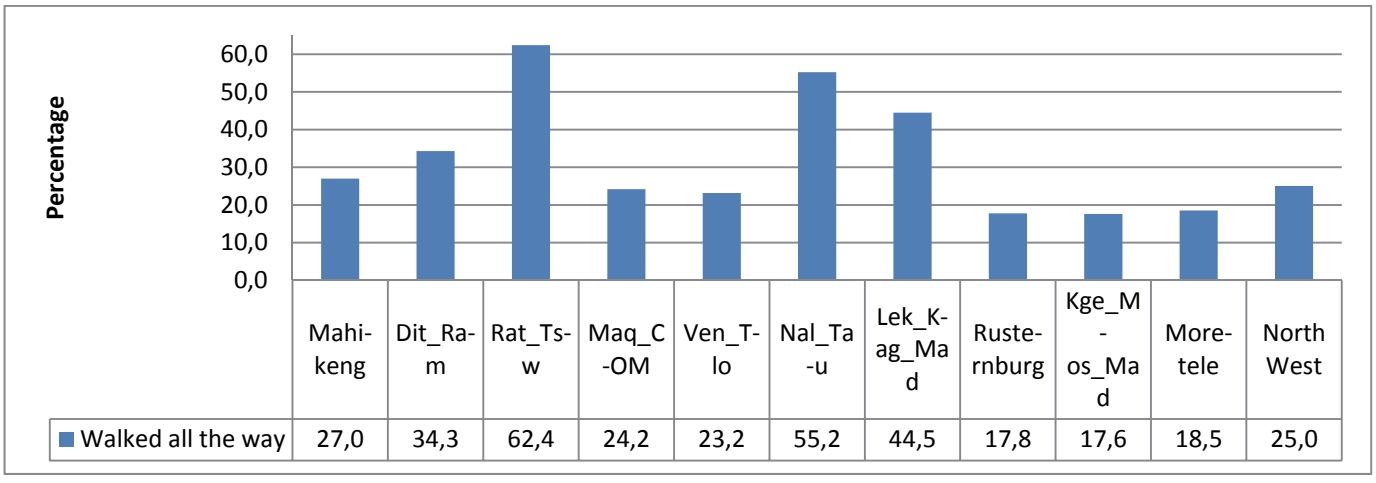
Table 5.4: Total number of trips to work using public transport by municipality

Municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Mahikeng	7	17	24
Dit_Ram	2	5	8
Rat_Tsw	*	2	3
Maq_COM	*	38	39
Ven_Tlo	*	24	24
Nal_Tau	*	5	5
Lek_Kag_Mam	*	2	2
Rustenburg	26	75	102
Kge_Mos_Mad	65	61	127
Moretele	14	5	20
North West	**117**	**240**	**357**
% of all public transport trips	**32,8**	**67,2**	**100,0**

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

Table 5.4 summarises the number of trips to work using public transport. Sixty-seven per cent of workers used taxis as their mode of transport, and only 32,8% used buses as their mode of transport. Most people in Rustenburg LM used taxis as their mode of transport (75 000), and more than 60 000 workers in Kgetlengrivier, Moses Kotane and Madibeng LMs used buses as their mode of transport.

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



Percentage calculated within local municipalities and North West.

Figure 5.3 displays the percentage of workers who walked all the way to their place of work. The highest proportion of workers who walked all the way to their place of work was located in Ratlou and Tswaing LMs (62,4%). In contrast to the aforementioned two LMs, slightly more than 17% of workers in Rustenburg LM, and Kgetlengrivier, Moses Kotane and Madibeng LMs walked all the way to their places of work.

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

Municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within NW	% within municipality	Number ('000)	% within NW	% within municipality	Number ('000)	% within NW	% within municipality
Mahikeng	20	8,5	27,0	2	11,8	4,3	12	6,8	23,9
Dit_Ram	22	9,3	34,3	4	23,1	10,8	13	7,2	34,8
Rat_Tsw	20	8,8	62,4	*	*	*	3	1,6	24,8
Maq_COM	30	12,9	24,2	6	30,8	6,4	27	15,3	31,2
Ven_Tlo	16	7,1	23,2	1	7,6	2,7	16	9,2	30,7
Nal_Tau	22	9,4	55,2	*	*	*	8	4,4	46,4
Lek_Kag_Mam	15	6,5	44,5	*	*	*	9	4,8	46,4
Rustenburg	41	17,7	17,8	*	*	*	63	35,0	33,4
Kge_Mos_Mad	40	17,4	17,6	2	10,6	1,1	26	14,7	14,1
Moretele	6	2,4	18,5	*	*	*	2	1,1	7,9
North West	**231**	**100,0**	**25,0**	**19**	**100,0**	**2,8**	**179**	**100,0**	**26,6**
Geographic Location									
Urban	103	44,6	19,4	13	64,9	2,9	144	80,8	34,7
Rural	128	55,4	32,7	7	35,1	2,6	34	19,2	13,4

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities, and across North West.
The totals used to calculate percentages excluded unspecified cases.

According to Table 5.5, about 231 000 workers in North West walked all the way to work. Rustenburg LM had the highest percentage of workers who walked all the way to work (17,7%), which is then followed by Kgetlengrivier, Moses Kotane and Madibeng LMs with 17,4%. Workers in Moretele were the least likely to have walked all the way to their place of work (2,4%). On the other hand, a large number of workers in Maquassi Hills and City of Matlosana LMs cycled to work (30,8%), followed by Ditsobotla and Ramotshere LMs with 23%.

Twenty-seven per cent of workers drove to work in the province. Out of that percentage, 35% were found in Rustenburg LM, while 15,3% were found in Maquassi Hills and City of Matlosana LMs. Workers in rural areas were more likely to walk all the way to their place of work than workers in urban areas, while a large percentage of workers in urban areas drove to work (81%). Cycling to work was more popular in urban areas (65%) than they were in rural areas (35%).

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

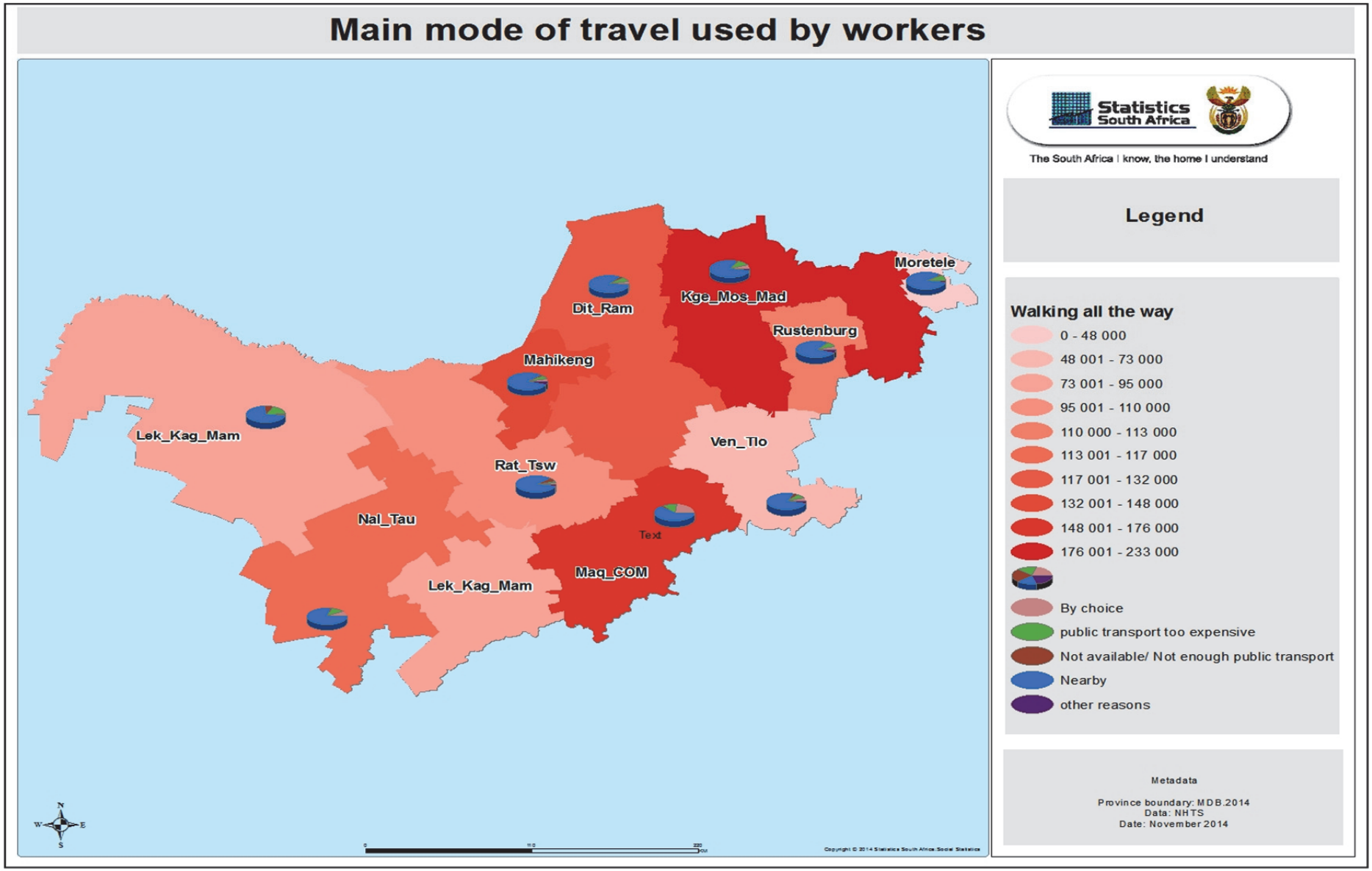
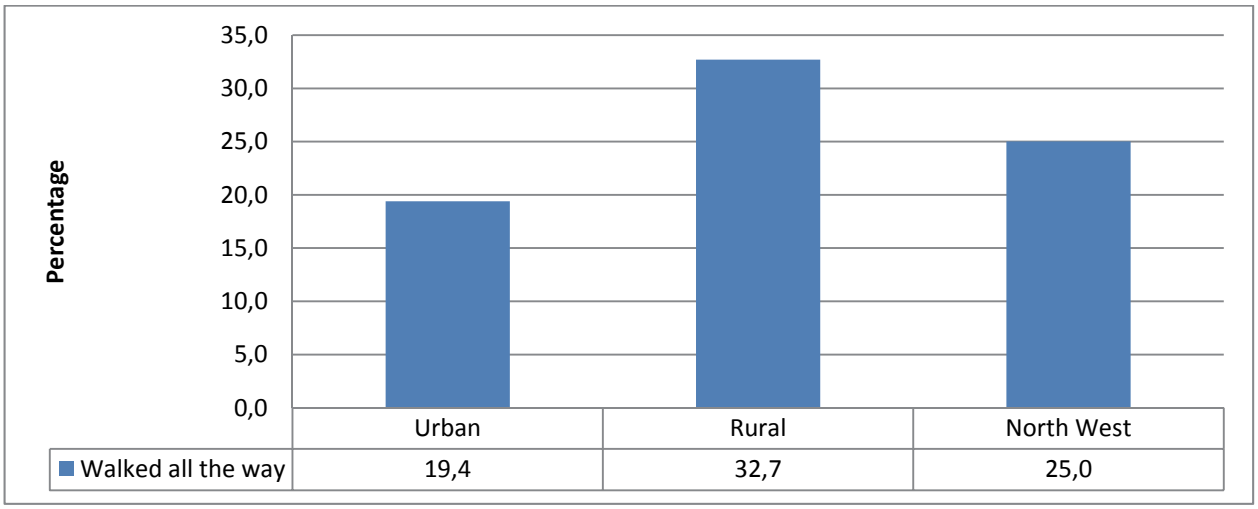


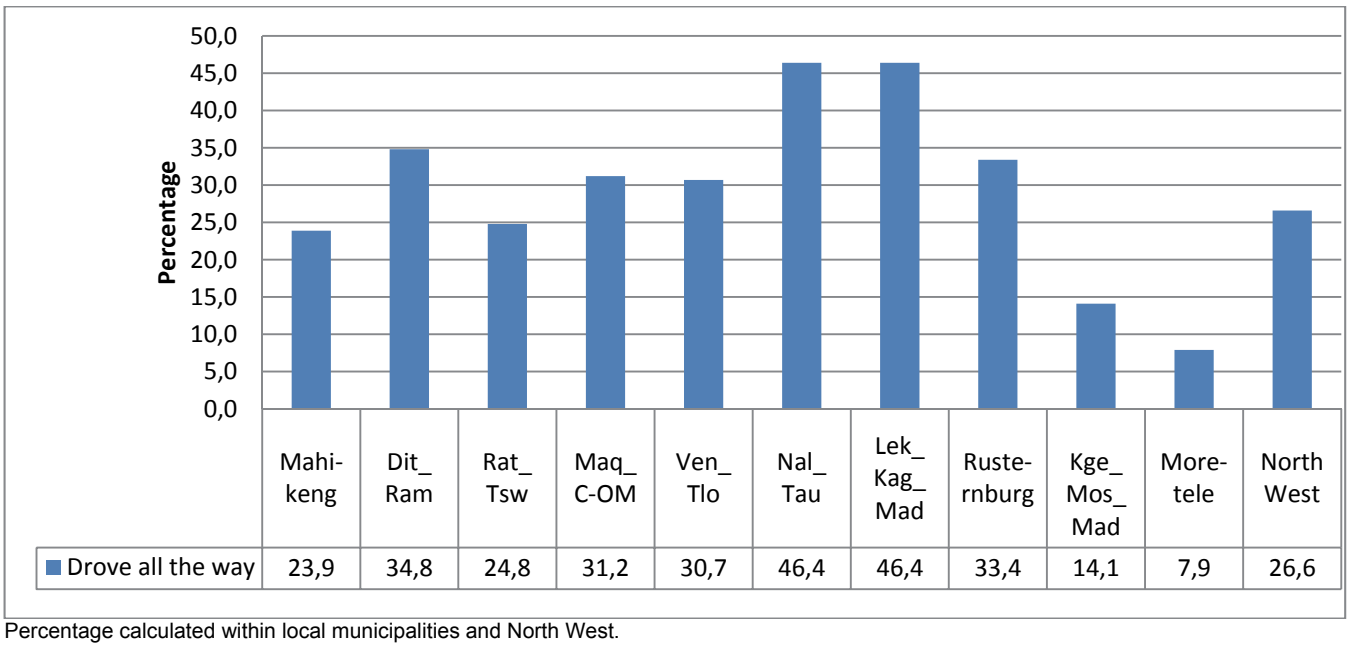
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentage calculated within geographical location and North West.

In North West province, 25% of workers walked all the way to their places of work. Out of that percentage, 32,7% were workers from rural areas, while workers in urban areas showed that only a few of them walked all the way to their places of work.

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



Percentage calculated within local municipalities and North West.

According to Figure 5.5, nearly 27% of workers drove all the way to their place of work. Workers in Naledi and Greater Taung LMs (46,6%) and Lekwa Teemane, Kagisano and Mamusa LMs (46,4%) were more likely to drive all the way to their place of work, while workers in Moretele LM were least likely to drive all the way (7,9%).

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

Municipality	Statistics (numbers in thousands)	Mode of travel		
		Car/ bakkie	Other	Total
Mahikeng	Number	9	2	11
	Per cent	82,2	17,8	100,0
Dit_Ram	Number	12	*	12
	Per cent	95,3	*	100,0
Rat_Tsw	Number	2	*	3
	Per cent	79,6	*	100,0
Maq_COM	Number	25	1	26
	Per cent	95,0	5,0	100,0
Ven_Tlo	Number	15	*	16
	Per cent	93,2	*	100,0
Nal_Tau	Number	6	2	8
	Per cent	80,2	19,8	100,0
Lek_Kag_Mam	Number	7	*	7
	Per cent	91,9	*	100,0
Rustenburg	Number	59	*	60
	Per cent	97,9	*	100,0
Kge_Mos_Mad	Number	23	2	25
	Per cent	93,8	6,2	100,0
Moretele	Number	2	*	2
	Per cent	100,0	*	100,0
Total	**Number**	**160**	**11**	**171**
	Per cent	**93,8**	**6,2**	**100,0**

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

Table 5.6 shows the number of workers who drove all the way to their place of work. A significant number (93,8%) of workers who drove all the way to their place of work used a car/bakkie as their mode of travel. In Ditsobotla and Ramotshere LMs, the majority (95,3%) of workers used a car/bakkie as their mode of travel.

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

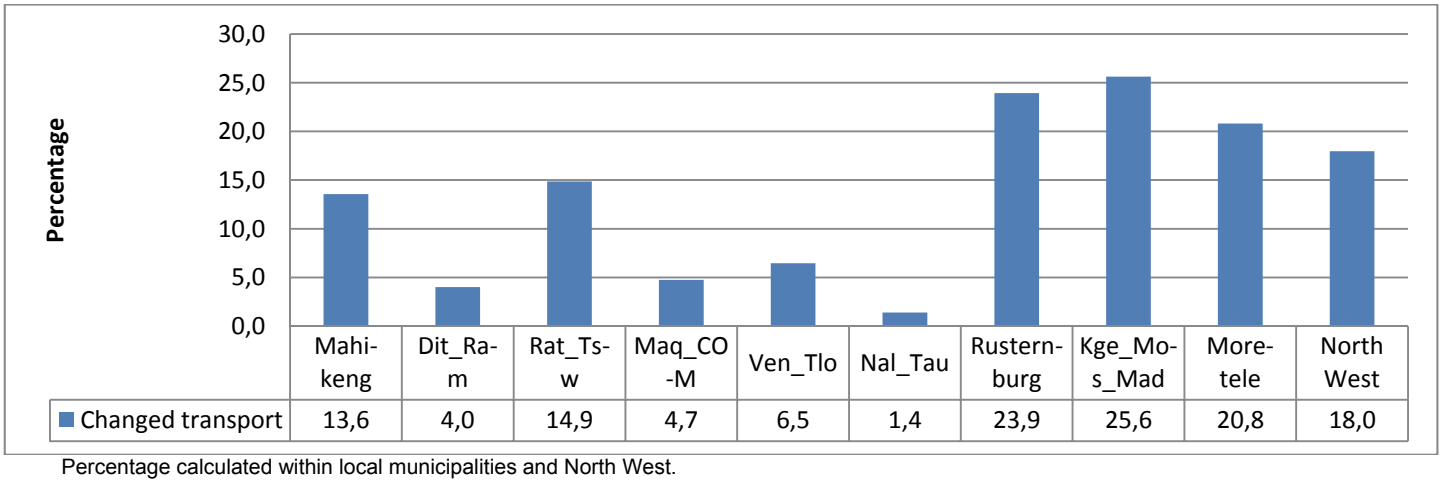
Municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within municipality	Per cent within NW
Mahikeng	32	4	13,6	5,3
Dit_Ram	22	*	*	*
Rat_Tsw	7	1	14,9	1,2
Maq_COM	57	3	4,7	3,3
Ven_Tlo	34	2	6,5	2,7
Nal_Tau	9	*	*	*
Lek_Kag_Mam	8	*	*	*
Rustenburg	118	28	23,9	34,6
Kge_Mos_Mad	148	38	25,6	46,3
Moretele	21	4	20,8	5,4
North West	**455**	**82**	**18,0**	**100,0**
Geographic Location				
Urban	255	35	13,9	43,2
Rural	200	46	23,2	56,8

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities, and across North West.
Totals used excluded unspecified cases for respondents who did not drive all the way to work.

Table 5.7 depicts workers who changed transport on the way to work. The only municipalities where significant numbers of workers changed transport were Kgetlengrivier, Moses Kotane and Madibeng LMs (38 000) and Rustenburg LM (28 000).

Workers in rural areas (56,8%) were more likely to change transport on their way to work than those in the urban areas (43%).

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



Percentage calculated within local municipalities and North West.

Figure 5.6 shows the percentage of workers who changed transport on the way to their place of work. Eighteen per cent of workers in North West changed transport on the way to their place of work. Workers in Naledi and Greater Taung LMs were less likely to change transport (1,4%), whereas workers in Rustenburg LM (23,9%), and Kgetlengrivier, Moses Kotane and Madibeng LMs (25,6%) were most likely to change transport on the way to their place of work.

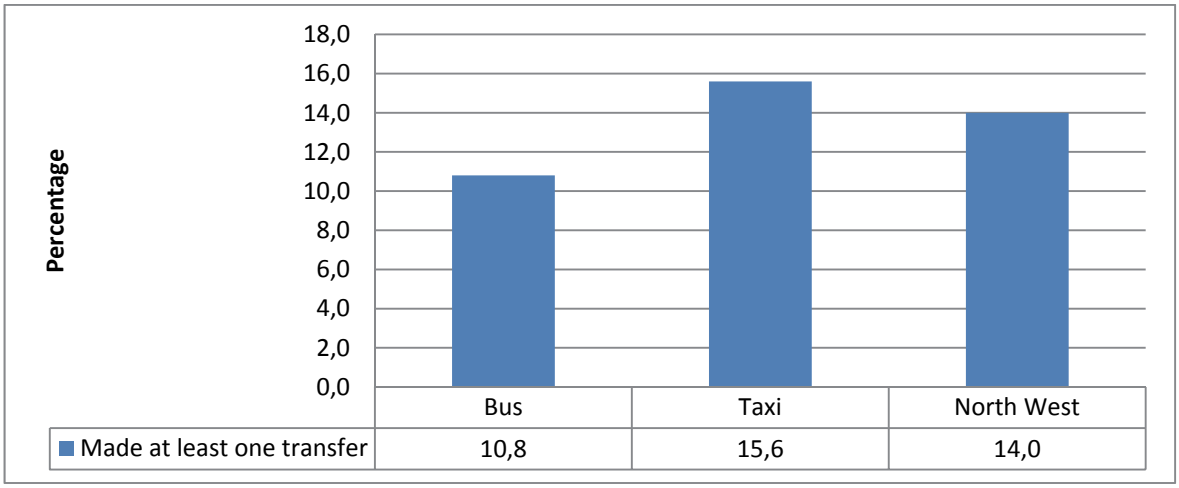
Table 5.8: Number of transfers made by public transport users

Main mode of travel	No. of transfers (percentage of trips)		
	0	1	2 plus
Bus	89,2	9,4	1,4
Taxi	84,5	14,6	1,1
Total	**86,0**	**12,9**	**1,0**

Percentage calculated within main mode of travel.

Table 5.8 demonstrates transfers made by public transport users. More than 85% of bus and taxi users did not need to make any transfers while travelling. Almost 16% of taxi users had to transfer at least once during their trips to work.

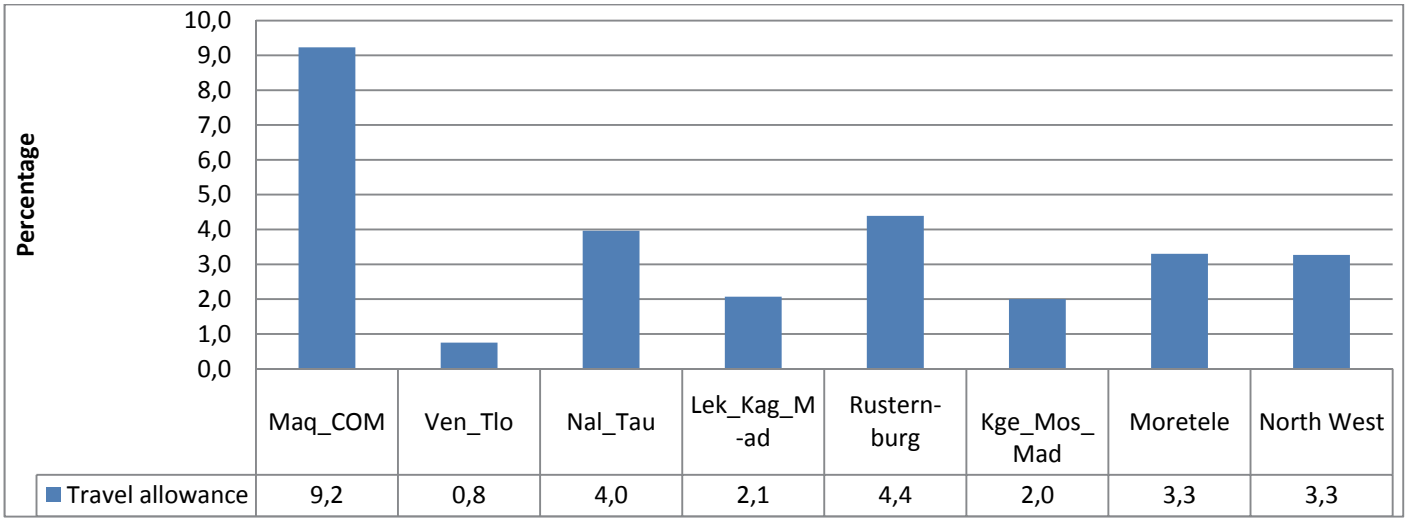
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentage calculated within mode of travel

Figure 5.7 shows the percentage of public transport users who made at least one transfer. The majority of workers who made at least one transfer used taxis. Only 10,8% of workers who made at least one transfer travelled by bus.

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



Local municipalities not shown in the graph had no individuals who receive travel allowances included in the sample.
Percentage calculated within local municipalities and North West.

In the province it was very seldom for workers to receive a travel allowance from their employers for public transport. This is illustrated by the 3,3% of such workers in Figure 5.8. In Maquassi Hills and City of Matlosana LMs, workers were most likely to receive travel allowances (9,2%), compared to other local municipalities.

5.3 Departure, waiting, arrival and total travel times

Table 5.9: Time workers leave for work by municipality

Municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Mahikeng	64	10,5	9,4	19,0	42,0	19,0	**100,0**
Dit_Ram	57	9,3	20,0	20,1	37,3	13,2	**100,0**
Rat_Tsw	28	9,9	9,6	29,5	37,4	13,5	**100,0**
Maq_COM	115	24,6	20,9	15,8	31,3	7,4	**100,0**
Ven_Tlo	66	14,6	14,4	25,9	37,3	7,8	**100,0**
Nal_Tau	37	6,3	13,1	23,0	44,4	13,3	**100,0**
Lek_Kag_Mam	29	17,2	8,1	28,8	39,8	6,1	**100,0**
Rustenburg	218	45,9	12,7	10,8	17,8	12,8	**100,0**
Kge_Mos_Mad	209	44,3	18,6	10,0	17,9	9,1	**100,0**
Moretele	28	57,3	12,8	7,7	15,7	6,5	**100,0**
North West	**852**	**31,6**	**15,4**	**15,3**	**26,8**	**10,9**	**100,0**
Geographic location							
Urban	498	28,5	17,0	16,0	27,8	10,8	**100,0**
Rural	354	35,9	13,2	14,5	25,4	11,0	**100,0**

Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for the time working population leave for work.

Table 5.9 illustrates the time workers left for work. More than 30% workers in North West left for work before 06:00, while few workers (10,9%) left for work at 08:00 or later. Moretele LM (57,3%) and Rustenburg LM (45,9%) showed a large number of workers who left for work before 06:00 in the morning. Over 36% of workers in Ditsobotla and Ramotshere LMs, Ratlou and Tswaing LMs, and Ventersdorp and Tlokwe LMs left for work between 07:00 and 07:59.

A small number of people in Naledi and Greater Taung LMs left for work before 06:00 (6,3%).Thirty-six per cent of workers in rural areas left for work before 06:00 in the morning. Few workers in urban areas (10,8%) left for work at 08:00 or later.

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

Municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Mahikeng	64	4,1	3,4	6,2	48,8	37,5	**100,0**
Dit_Ram	57	5,0	4,8	16,1	47,6	26,5	**100,0**
Rat_Tsw	28	2,9	6,7	10,8	55,9	23,8	**100,0**
Maq_COM	115	16,6	5,1	19,4	37,9	20,9	**100,0**
Ven_Tlo	66	6,4	6,2	17,2	53,2	17,1	**100,0**
Nal_Tau	37	4,1	2,7	11,8	47,7	33,6	**100,0**
Lek_Kag_Mam	29	2,3	13,9	10,5	51,5	21,8	**100,0**
Rustenburg	218	26,8	13,4	8,5	32,0	19,3	**100,0**
Kge_Mos_Mad	209	19,4	11,8	14,2	34,6	20,0	**100,0**
Moretele	28	3,5	14,0	5,9	41,9	34,8	**100,0**
North West	**852**	**15,5**	**9,4**	**12,6**	**39,9**	**22,7**	**100,0**
Geographic location							
Urban	498	15,8	9,6	13,1	39,4	22,0	**100,0**
Rural	354	15,0	9,0	11,8	40,5	23,7	**100,0**

Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for the time working population arrive at work.

Table 5.10 shows the arrival time of workers at their place of work. In North West, 40% of workers' arrival time was from 07:00 to 07:59 in the morning. Almost 23% of workers arrived at their place of work at 08:00 or later. The arrival time of only a few workers was between 06:00 and 06:29 at their place of work (9,4%). Most workers in Ratlou and Tswaing LMs arrived at their place of work between 07:00 and 07:59 in the morning.

Slightly over 26% of workers in Rustenburg LM arrived before 06:00 at their place of work, and only 2,7% of workers in Naledi and Greater Taung LMs arrived at their places of work at 06:00 to 06:29. The majority of workers in rural areas arrived between 07:00 and 07:59 at their place of work.

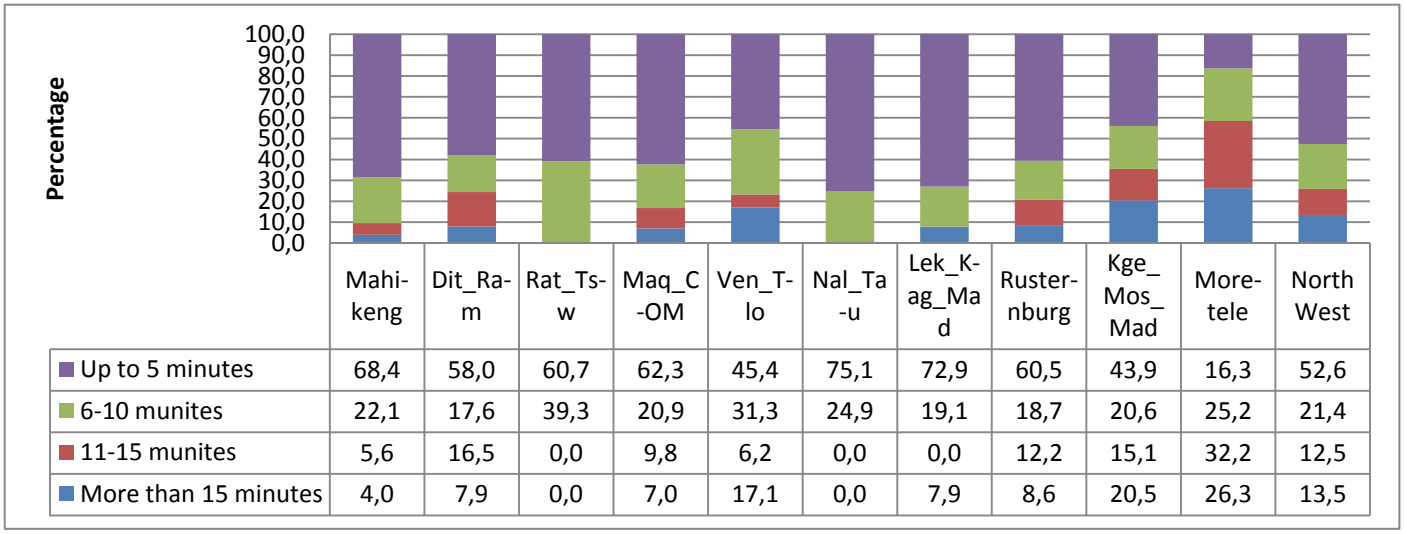
Table 5.11: Workers by municipality and walking time to the first public transport

Municipality	Number of workers who walked to first public transport ('000)	Walking time of first public transport (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Mahikeng	**24**	68,4	22,1	5,6	4,0	**100,0**
Dit_Ram	**7**	58,0	17,6	16,5	7,9	**100,0**
Rat_Tsw	**3**	60,7	39,3	*	*	**100,0**
Maq_COM	**35**	62,3	20,9	9,8	7,0	**100,0**
Ven_Tlo	**23**	45,4	31,3	6,2	17,1	**100,0**
Nal_Tau	**5**	75,1	24,9	*	*	**100,0**
Lek_Kag_Mam	**2**	72,9	19,1	*	7,9	**100,0**
Rustenburg	**75**	60,5	18,7	12,2	8,6	**100,0**
Kge_Mos_Mad	**103**	43,9	20,6	15,1	20,5	**100,0**
Moretele	**13**	16,3	25,2	32,2	26,3	**100,0**
North West	**289**	**52,6**	**21,4**	**12,5**	**13,5**	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for walking time (minutes).

Table 5.11 shows workers' walking time to their first public transport. Approximately 52,6% of workers in North West walked up to 5 minutes to the first public transport, followed by those who walked 6–10 minutes (21,4%). About 75,1% of workers in Naledi and Greater Taung LMs walked up to 5 minutes to the first public transport. Workers in Mahikeng LM were least likely to walk for more than 15 minutes to their first public transport (4,0%).

Figure 5.9: Percentage of workers by municipality and walking time to the first public transport (bus and taxi)



	Mahi-keng	Dit_Ra-m	Rat_Ts-w	Maq_C-OM	Ven_T-lo	Nal_Ta-u	Lek_K-ag_Mad	Ruster-nburg	Kge_Mos_Mad	More-tele	North West
Up to 5 minutes	68,4	58,0	60,7	62,3	45,4	75,1	72,9	60,5	43,9	16,3	52,6
6-10 munites	22,1	17,6	39,3	20,9	31,3	24,9	19,1	18,7	20,6	25,2	21,4
11-15 munites	5,6	16,5	0,0	9,8	6,2	0,0	0,0	12,2	15,1	32,2	12,5
More than 15 minutes	4,0	7,9	0,0	7,0	17,1	0,0	7,9	8,6	20,5	26,3	13,5

Percentage calculated within local municipalities and North West.

Figure 5.9 shows that in North West province, 52,6% of workers walked for up to 5 minutes to the first public transport, 21,4% walked 6–10 minutes, and 13,5% walked for more than 15 minutes.

In Mahikeng LM, 68,4% of the workers walked up to 5 minutes to their first public transport, while only 4,0% walked for more than 15 minutes. In Moretele LM, only 16,3% of workers walked up to 5 minutes to the nearest public transport, while 26,3% had to walk for more than 15 minutes.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Bus	85	39,9	27,0	17,6	15,5	**100,0**
Taxi	204	57,8	19,1	10,4	12,6	**100,0**
Total	**289**	**52,6**	**21,4**	**12,5**	**13,5**	**100,0**

Percentages calculated within mode of travel.
The totals used to calculate percentages excluded unspecified cases for mode of travel and time walked (in minutes) to the first public transport.

The findings in Table 5.12 confirm that about 58% of taxi users walked up to 5 minutes to their first public transport. Almost 40% of bus users also walked up to 5 minutes. According to the table, only a few workers (10,4%) walked 11–15 minutes to their first public transport when taxis are their mode of travel.

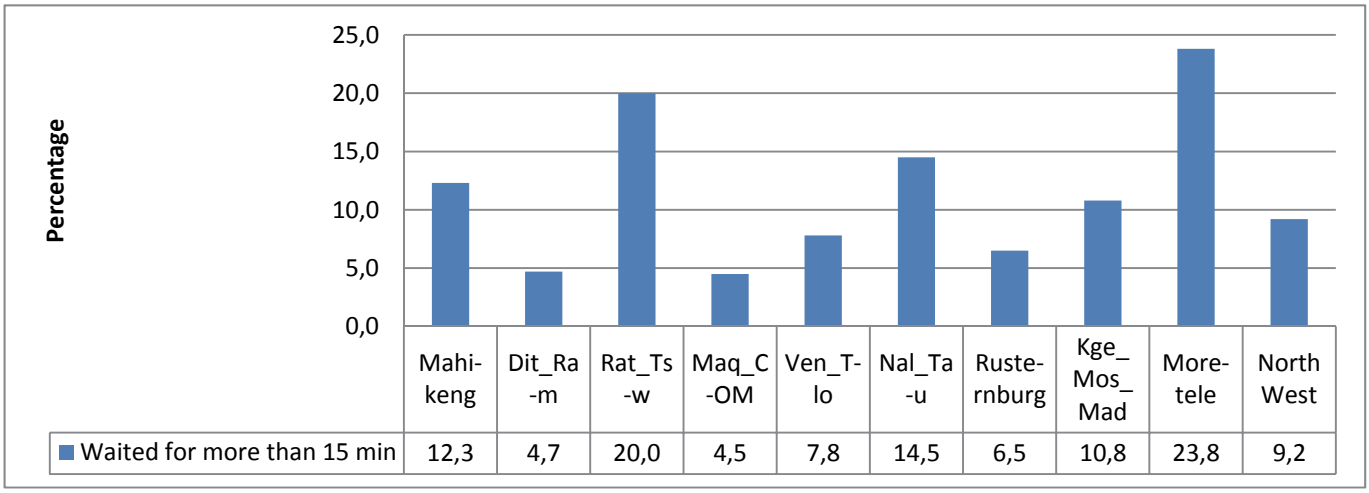
Table 5.13: Waiting time for first public transport (bus and taxi) by municipality

Municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Mahikeng	24	37,3	36,9	13,6	12,3	**100,0**
Dit_Ram	7	68,6	15,9	10,7	4,7	**100,0**
Rat_Tsw	3	43,6	27,8	8,6	20,0	**100,0**
Maq_COM	36	58,1	29,8	7,6	4,5	**100,0**
Ven_Tlo	23	42,0	38,4	11,8	7,8	**100,0**
Nal_Tau	5	47,3	5,2	33,0	14,5	**100,0**
Lek_Kag_Mam	2	66,7	17,3	16,0	*	**100,0**
Rustenburg	73	60,5	23,5	9,4	6,5	**100,0**
Kge_Mos_Mad	97	52,3	22,0	14,9	10,8	**100,0**
Moretele	11	40,1	27,2	8,8	23,8	**100,0**
North West	**279**	**53,0**	**25,8**	**12,1**	**9,2**	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for waiting time (in minutes).

Table 5.13 presents information about the waiting time for the first public transport. In the North West province, slightly more than 50% of workers waited up to 5 minutes for the first public transport. A minor percentage waited more than 15 minutes for the first public transport (9,2%). The majority of workers (68,6%) in Ditsobotla and Ramotshere LMs waited up to 5 minutes for the first public transport. Almost 9% of workers in Ratlou and Tswaing LMs and Moretele LM waited 11-15 minutes for the first public transport.

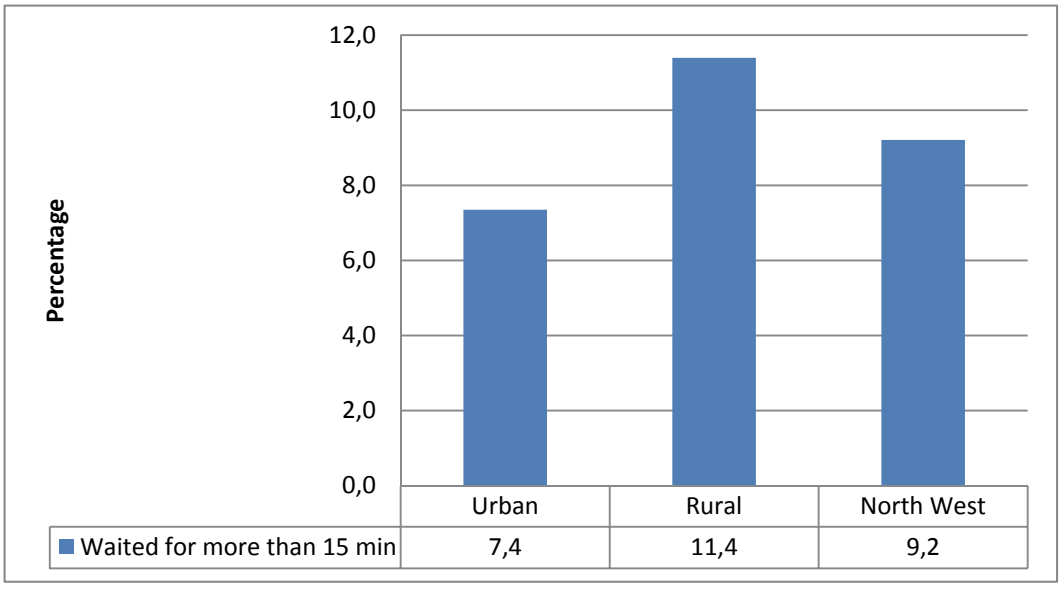
Figure 5.10: Percentage of workers who waited for more than 15 minutes for the first public transport by municipality



Percentage calculated within local municipalities and North West.

Figure 5.10 shows that 9,2% of workers in the North West province waited more than 15 minutes for the first public transport. In Moretele LM, 23,8% of workers waited more than 15 minutes for the first public transport, followed by Ratlou and Tswaing LMs with 20% of workers.

Figure 5.11: Percentage of workers who waited for more than 15 minutes for public transport by geographic location



Percentage calculated within geographical location and North West.

Figure 5.11 shows that the overall percentage of people who waited for public transport for more than 15 minutes in North West is 9,2%. Workers in rural areas were more likely to wait for more than 15 minutes than in urban areas.

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

Municipality	Mode of travel									
	Bus					Taxi				
	Total ('000)	Per cent in NW				Total ('000)	Per cent in NW			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Mahikeng	**7**	3,8	16,4	7,1	7,4	**17**	6,6	9,8	10,5	13,1
Dit_Ram	**2**	2,7	1,7	2,8	*	**5**	3,3	1,4	1,9	1,8
Rat_Tsw	*	*	0,9	*	2,8	**2**	1,0	1,0	0,9	1,6
Maq_COM	*	1,3	*	*	*	**35**	18,2	22,5	11,5	9,3
Ven_Tlo	*	*	*	*	*	**23**	8,5	18,3	11,2	10,1
Nal_Tau	*	*	*	*	*	**5**	2,0	0,5	6,5	3,9
Lek_Kag_Mam	*	*	*	*	*	**2**	1,2	0,7	1,4	*
Rustenburg	**18**	20,3	30,1	20,1	13,1	**55**	33,2	20,8	20,6	21,3
Kge_Mos_Mad	**45**	62,7	43,4	63,8	58,5	**52**	25,0	22,4	34,0	32,6
Moretele	**7**	9,1	7,6	6,1	18,2	**4**	1,0	2,4	1,5	6,4
North West	**79**	**100,0**	**100,0**	**100,0**	**100,0**	**200**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated across local municipalities, within North West province.
The totals used to calculate percentages excluded unspecified cases for mode of travel and time waited (in minutes) for the first public transport.

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis and buses. Of the 200 000 who used taxis to travel to work, the highest numbers were from Rustenburg LM (55 000) and Kgetlengrivier, Moses Kotane and Madibeng LMs (52 000). There were more taxi users than bus users. Kgetlengrivier, Moses Kotane and Madibeng LMs (63,8%) had the highest number of workers who waited 11–15 minutes for a bus.

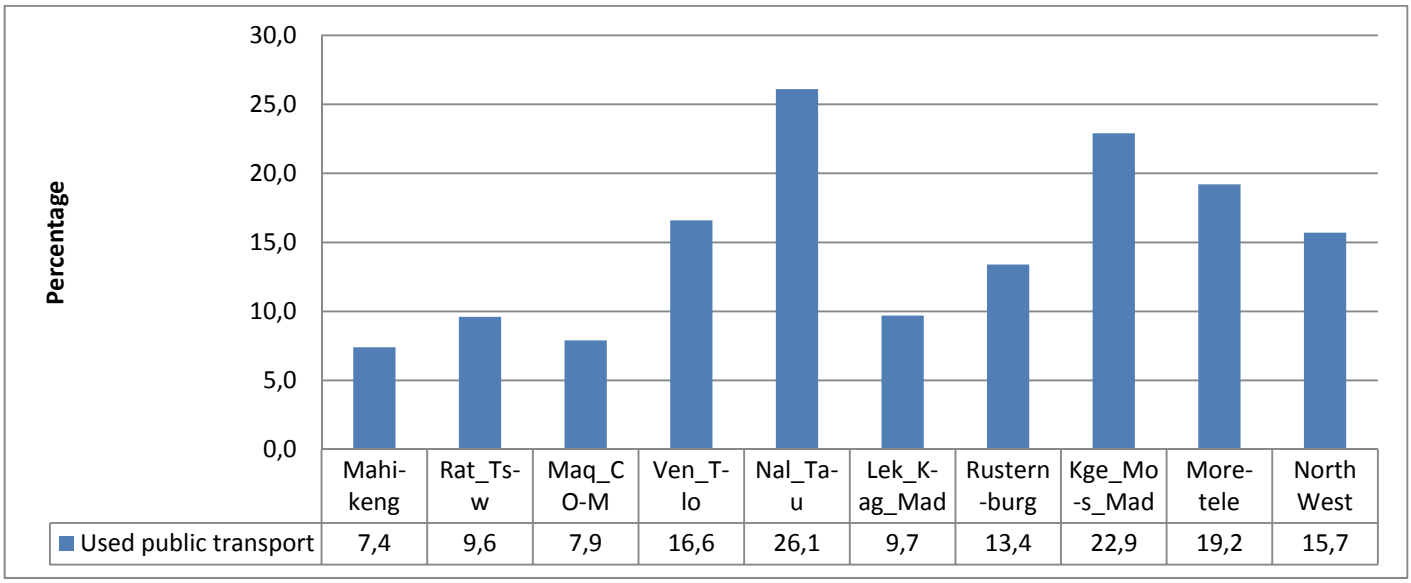
Table 5.15: Walking time at the end of the work trip using public transport (bus and taxi) by municipality

Municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within municipality)				
		Up to 5 minutes	6–10 minutes	11–15 minutes	>15 minutes	Total
Mahikeng	16	73,2	7,4	12,0	7,4	**100,0**
Dit_Ram	6	76,9	23,1	*	*	**100,0**
Rat_Tsw	2	72,3	18,1	*	9,6	**100,0**
Maq_COM	34	63,2	19,6	9,3	7,9	**100,0**
Ven_Tlo	21	58,8	21,3	3,2	16,6	**100,0**
Nal_Tau	4	68,7	5,2	*	26,1	**100,0**
Lek_Kag_Mam	2	66,2	12,6	11,5	9,7	**100,0**
Rustenburg	62	67,9	10,6	8,2	13,4	**100,0**
Kge_Mos_Mad	79	47,9	19,9	9,4	22,9	**100,0**
Moretele	8	35,3	36,1	9,4	19,2	**100,0**
North West	**235**	**59,2**	**17,0**	**8,1**	**15,7**	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for time walked (in minutes) at the end of the work trip using pulic transport.

The table shows that most workers who used public transport walked after being dropped off by their public transport in order to reach their place of work. Six in ten public transport users (59,2%) walked five minutes or less to reach their final destination, and a further 17% walked between 6 and 10 minutes. Approximately eight per cent of workers walked between 11 and 15 minutes. Naledi and Greater Taung LMs (26,1%) had the highest percentage of commuters who walked for 15 minutes and more, while a little more than five per cent walked for 6 to 10 minutes to reach their place of work.

Figure 5.12: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by municipality



	Mahi-keng	Rat_Ts-w	Maq_CO-M	Ven_T-lo	Nal_Ta-u	Lek_K-ag_Mad	Rustern-burg	Kge_Mo-s_Mad	More-tele	North West
Used public transport	7,4	9,6	7,9	16,6	26,1	9,7	13,4	22,9	19,2	15,7

Percentage calculated within local municipalities and North West.

Figure 5.12 shows that the overall percentage of people who had to walk for more than 15 minutes after their public transport had dropped them off to reach their workplace was 15,7%. Workers from Naledi and Greater Taung LMs (26,1%) were most likely to walk for more than 15 minutes to reach their workplace.

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

Municipality	Transport mode									
	Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Mahikeng	*	*	3,8	*	*	**14**	9,0	2,6	12,8	5,0
Dit_Ram	*	*	6,2	*	*	**5**	3,7	2,6	*	*
Rat_Tsw	*	*	*	*	*	*	*	*	*	*
Maq_COM	*	*	*	*	*	**33**	18,1	23,0	21,2	11,2
Ven_Tlo	*	*	*	*	*	**21**	10,9	16,0	4,7	15,1
Nal_Tau	*	*	*	*	*	**4**	2,6	0,8	*	4,9
Lek_Kag_Mam	*	*	*	*	*	*	*	*	*	*
Rustenburg	**10**	33,0	2,4	26,3	11,3	**52**	30,3	22,2	26,7	29,1
Kge_Mos_Mad	**33**	50,9	66,8	64,9	82,2	**46**	22,2	29,0	31,0	30,4
Moretele	**5**	8,0	20,9	8,7	4,8	*	*	*	*	*
North West	**51**	**100,0**	**100,0**	**100,0**	**100,0**	**183**	**100,0**	**100,0**	**100,0**	**100,0**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
The totals used to calculate percentages excluded unspecified cases for mode of travel and time walked (in minutes) at the end of the trip.

Table 5.16 depicts workers who used public transport and their walking time to their place of work. The highest proportion of workers who walked more than 15 minutes to reach their place of work using buses as their mode of transport were from Kgetlengrivier, Moses Kotane and Madibeng LMs (82,2%).

According to the table, slightly more than 30% of workers who walked 11–15 minutes from using a taxi came from Kgetlengrivier, Moses Kotane and Madibeng LMs. Significantly, 29,1% of workers from Rustenburg LM who used taxis walked more than 15 minutes to reach their place of work.

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

Main mode of travel and total time in minutes	Municipality										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus											
Mean (minutes)	61	49	47	43	*	*	*	63	82	141	82
1-30	*	34,9	38,0	55,8	*	*	*	28,2	10,8	*	13,7
31-60	73,9	53,7	31,6	44,2	*	*	*	33,2	36,0	15,6	35,6
61+	26,1	11,4	30,4	*	*	*	*	38,6	53,2	84,4	50,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**	**100,0**
Taxi											
Mean (minutes)	44	34	61	48	43	40	27	59	65	93	55
1-30	50,6	62,2	63,0	38,1	41,9	59,4	82,9	31,1	25,9	19,2	35,6
31-60	35,3	32,2	10,9	48,2	45,1	32,1	11,5	45,9	41,7	5,9	41,9
61+	14,1	5,6	26,1	13,6	13,0	8,5	5,6	23,0	32,3	74,9	22,5
Total	**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)	27	31	23	31	32	21	38	42	53	99	38
1-30	77,4	64,5	83,3	79,6	75,9	96,0	66,2	57,1	40,1	*	63,8
31-60	19,1	27,7	16,7	18,1	14,4	4,0	26,0	34,5	35,9	42,3	26,7
61+	3,5	7,8	*	2,3	9,7	*	7,9	8,4	24,1	57,7	9,5
Total	**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)	40	36	18	44	26	41	42	35	72	57	43
1-30	62,4	45,7	100,0	54,0	87,4	60,7	51,4	64,6	32,6	*	56,3
31-60	30,0	49,2	*	30,7	9,9	16,8	34,0	17,2	38,2	100,0	29,5
61+	7,7	5,2	*	15,4	2,7	22,5	14,6	18,1	29,2	*	14,2
Total	**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	26	28	35	23	29	23	36	33	32	31
1-30	71,0	75,7	74,7	67,9	84,6	74,0	80,3	74,0	65,2	65,3	72,6
31-60	20,3	20,7	20,9	24,3	13,6	18,3	18,1	10,4	29,4	34,7	20,3
61+	8,7	3,6	4,4	7,8	1,8	7,7	1,6	15,6	5,4	*	7,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Percentages calculated within local municipalities and North West .

Totals excluded unspecified time travelled to place of work.

According to Table 5.17, the majority of workers who used buses as their main mode of transport travelled for more than an hour (50,7%) to get to their destinations. Nearly three-quarters (74%) of workers in Mahikeng LM who used the bus as their mode of transport travelled from 30 minutes to an hour. Seventy-five per cent of workers in Moretele LM who used taxis as their mode of transport needed more than an hour to reach their place of work. Slightly above 80% of workers in Lekwa Teemane, Kagisano and Mamusa LMs tended to travel for less than 30 minutes when using a taxi to get to their place of work.

In North West, a small percentage of workers who drive their cars to work travelled for more than 60 minutes to their place of work (9,5%). Most (87,4%) of the car passengers in Ventersdorp and Tlokwe LMs travelled for less than 30 minutes to their place of work. Across all local municipalities, workers who walked all the way to their place of work needed less than 30 minutes to travel (72,6%).

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

Main mode and monthly payment in rand	Municipality (per cent within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus											
Mean (Rand)	359	635	369	600	*	*	*	593	539	573	539
1–100	5,2	*	50,9	*	*	*	*	2,6	1,9	*	2,2
101–200	2,6	*	*	*	*	*	*	6,8	9,2	2,4	7,0
200+	92,2	100,0	49,1	100,0	*	*	*	90,6	88,9	97,6	90,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**	**100,0**
Taxi											
Mean (Rand)	386	385	511	467	441	474	269	547	690	745	543
1–100	4,7	*	8,9	0,9	*	*	6,6	*	0,6	*	0,9
101–200	5,5	*	10,4	4,2	*	16,8	*	4,2	6,0	*	4,4
200+	89,8	100,0	80,7	94,9	100,0	83,2	93,4	95,8	93,3	100,0	94,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Main mode and monthly payment in rand	Municipality (per cent within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Car driver											
Mean (Rand)	74	*	*	1445	60	576	480	*	1793	*	1157
1–100	100,0	*	*	*	100,0	*	*	*	*	*	14,8
101–200	*	*	*	*	*	*	*	*	12,4	*	5,1
200+	*	*	*	100,0	*	100,0	100,0	*	87,6	*	80,1
Total	**100,0**	*	*	**100,0**	**100,0**	**100,0**	**100,0**	*	**100,0**	*	**100,0**
Car passenger											
Mean (Rand)	262	365	240	722	434	309	349	508	1083	480	628
1–100	45,2	13,9	*	*	15,2	*	*	*	*	*	3,9
101–20	*	*	*	*	*	*	*	7,3	10,4	*	4,5
200+	54,8	86,1	100,0	100,0	84,8	100,0	100,0	92,7	89,6	100,0	91,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals excluded unspecified average monthly costs.

An average monthly cost in the province for bus users was mostly more than R200. Workers in Moretele LM spent more money for using a bus as their mode of transport (98%). A significant percentage (95%) of taxi users also spent more than R200 to travel to their place of work. With 96% workers in Rustenburg LM spending more than R200, only 4,2% spent an average cost of less than R200. Car drivers and passengers were most likely to spend more than R200. Only a few workers in the province who used cars as drivers or passengers spent less than R100.

6. Business trips

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

This section provides travel behaviour of business related travel which includes business trips taken, number of business trips within the province and also business trips within other provinces.

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

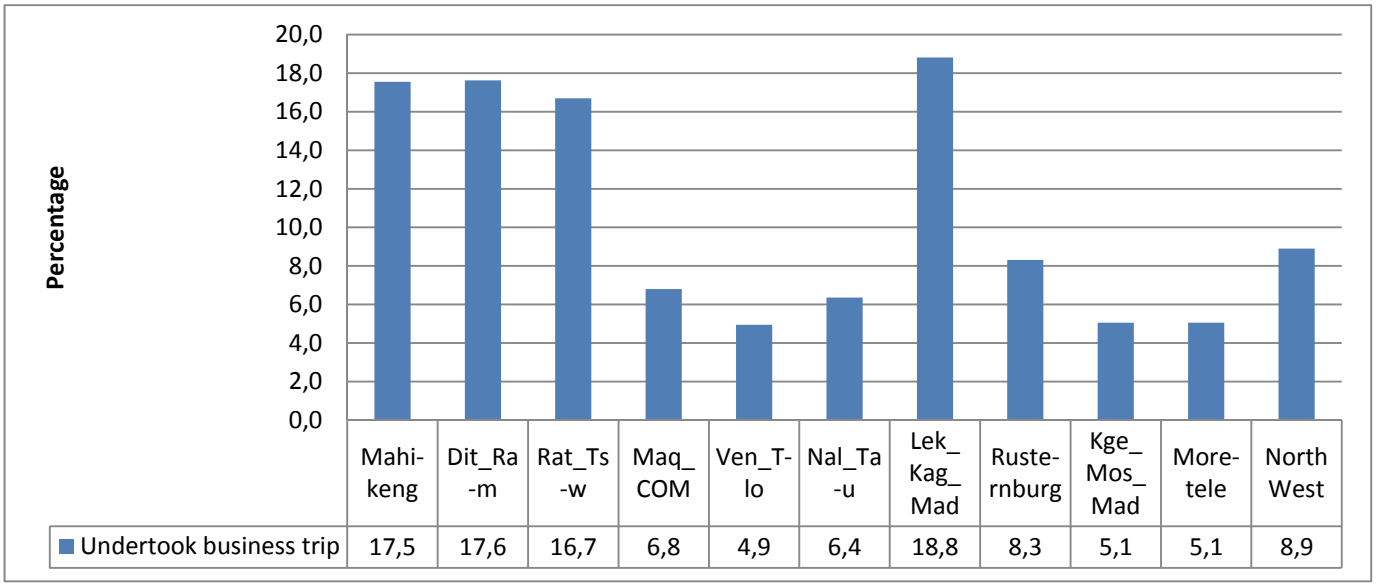
	Workers aged 15 years and older		Business trips amongst workers 15 years and older		
Municipality	**Number ('000)**	**Per cent within municipality**	**Number ('000)**	**Per cent within municipality**	**Per cent within province**
Mahikeng	74	7,7	13	17,5	15,2
Dit_Ram	70	7,3	12	17,6	14,5
Rat_Tsw	33	3,5	6	16,7	6,5
Maq_COM	132	13,7	9	6,8	10,5
Ven_Tlo	75	7,8	4	4,9	4,3
Nal_Tau	42	4,4	3	6,4	3,1
Lek_Kag_Mam	34	3,6	6	18,8	7,5
Rustenburg	232	24,1	19	8,3	22,5
Kge_Mos_Mad	239	24,9	12	5,1	14,1
Moretele	31	3,2	2	5,1	1,8
North West	**964**	**100,0**	**86**	**8,9**	**100,0**
Geographic location					
Urban	549	56,9	56	10,1	64,8
Rural	415	43,1	30	7,3	35,2

Percentages calculated across local municipalities, within North West.

Table 6.1 presents information on workers who have undertaken business trips prior to the interview, by municipality. Of the 964 000 workers aged 15 and older that were interviewed, only 86 000 disclosed that they undertook business trips. Rustenburg LM (22,5%) had the highest proportion of workers who undertook a business trip within the province, followed by Mahikeng LM (15,2%), while Moretele LM had the smallest proportion of workers (1,8%) who undertook a trip.

In Mahikeng LM, about 18% of the workers indicated that they had undertaken a business trip during the reference period. A similar pattern was found in Lekwa Teemane, Kagisano and Mamusa LMs where about 19% of the workers had undertaken a business trip.

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



Percentage calculated within local municipalities and North West.

Figure 6.1 depicts the case where workers aged 15 and more took business trips. Workers living in Lekwa Teemane, Kagisano and Mamusa LMs (18,8%), Ditsobotla and Ramotshere LMs (17,6%), Mahikeng LM (17,5%) and Ratlou and Tswaing LMs (16,7%) were most likely to go on business trips.

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

Municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent within municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Mahikeng	13	84,6	11,4	4,0	*	*	**100**
Dit_Ram	12	56,1	7,7	2,5	26,2	7,5	**100**
Rat_Tsw	6	76,8	17,7	5,5	*	*	**100**
Maq_COM	8	83,9	11,8	*	*	4,2	**100**
Ven_Tlo	3	85,3	8,9	*	5,8	*	**100**
Nal_Tau	3	40,3	37,3	13,8	*	8,6	**100**
Lek_Kag_Mam	6	61,0	19,9	3,0	7,6	8,5	**100**
Rustenburg	18	63,1	19,7	6,2	11,1	*	**100**
Kge_Mos_Mad	11	84,6	9,1	2,4	3,8	*	**100**
Moretele	2	76,5	*	23,5	*	*	**100**
North West	**82**	**71,6**	**14,0**	**4,2**	**7,8**	**2,5**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified number of trips.

Table 6.2 shows workers who undertook business trips during the month before the survey, by municipality. Of the 82 000 workers in the North West province, the largest number of workers who undertook business trips came from Rustenburg LM (18 000), Mahikeng LM (13 000) and from Ditsobotla and Ramotshere LMs (12 000) and Kgetlengrivier, Moses Kotane and Madibeng LMs (11 000). Moretele LM had the smallest number of business trips taken (2 000).

Amongst workers who undertook business trips in Mahikeng LM, about 85% took 1–5 trips (84,6%), followed by those who took 6–10 trips (11,4%). Rustenburg LM workers followed a similar pattern to that of Mahikeng LM where 1–5 trips (63,1%) had the highest percentage, followed by 6–10 trips (19,7%). Meanwhile, in Moretele LM, 7 in 10 workers were most likely to undertake 1–5 business trips (76,5%), while 23,5% undertook 11–15 trips.

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

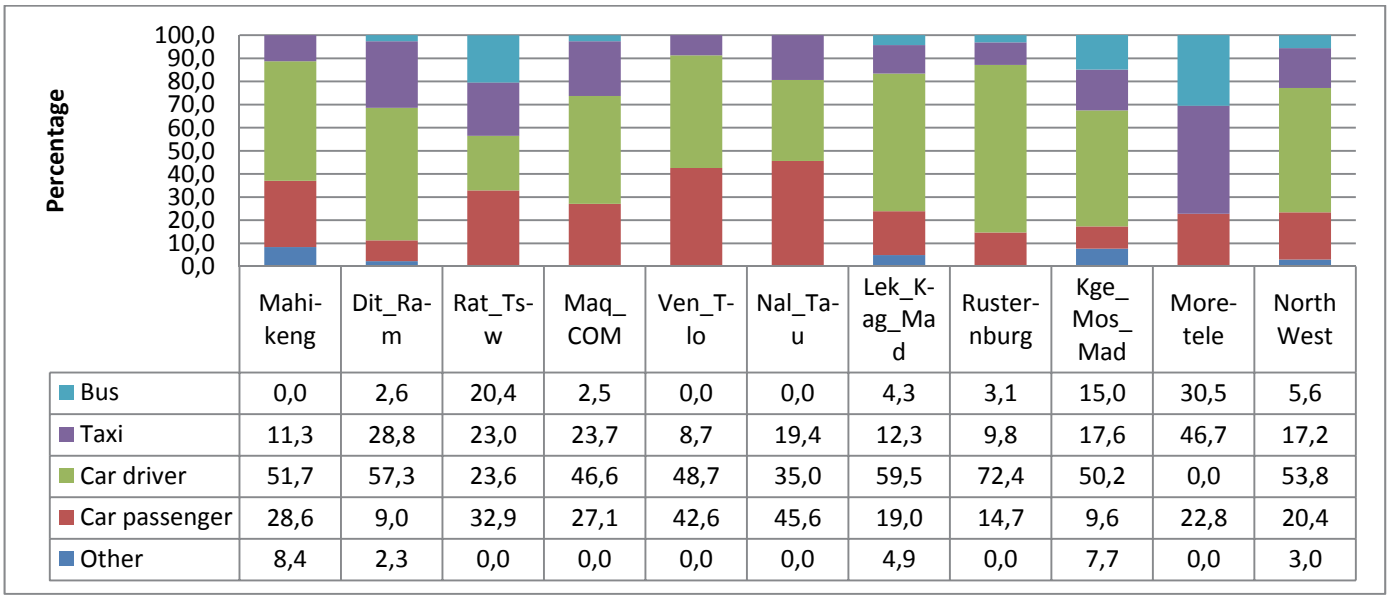
Mode of travel	Statistics (000')	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	Number	*	*	1	*	*	*	*	*	2	*	5
	Per cent	*	*	20,4	*	*	*	*	*	15,0	*	5,6
Taxi	Number	*	4	1	2	*	*	1	*	2	*	15
	Per cent	*	28,8	23,0	23,7	*	*	12,3	*	17,6	*	17,2
Car\bakkie\truck driver	Number	7	7	1	4	2	*	4	14	6	*	45
	Per cent	51,7	57,3	23,6	46,6	48,7	*	59,5	72,4	50,2	*	53,8
Car\bakkie\truck passenger	Number	4	*	2	2	2	1	1	3	1	*	17
	Per cent	28,6	*	32,9	27,1	42,6	45,6	19,0	14,7	9,6	*	20,4
Other modes	Number	*	*	*	*	*	*	*	*	*	*	3
	Per cent	*	*	*	*	*	*	*	*	*	*	3,0
Total	**Number**	**13**	**12**	**5**	**8**	**4**	**3**	**6**	**19**	**12**	**2**	**84**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes: Train, animal drawn transport, scooter/motorcycle,aircraft etc.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified mode of travel.

Table 6.3 shows which mode of transport was used the most for business trips by municipality. Car/truck drivers was the mode used by most workers in Rustenburg LM with (72,4%), followed by car/truck as a passenger (14,7%).

About 7 in 10 workers in Moretele LM were most likely to use public transport (77,2%) as their main mode of travel for business trips (taxis 46,7% and buses 30,5%).

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



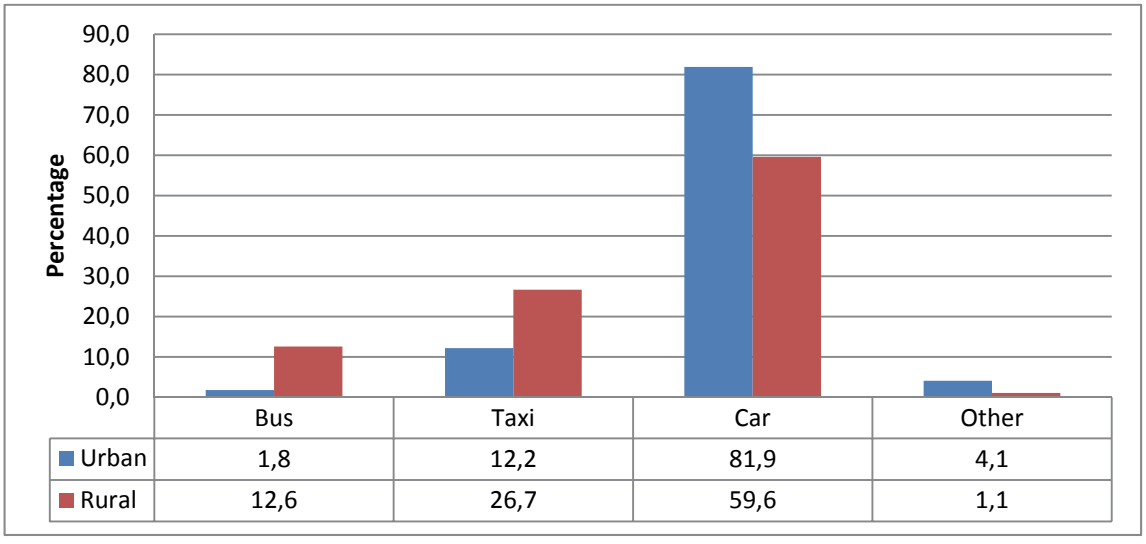
	Mahi-keng	Dit_Ra-m	Rat_Ts-w	Maq_ COM	Ven_T-lo	Nal_Ta-u	Lek_K-ag_Mad	Ruster-nburg	Kge_ Mos_ Mad	More-tele	North West
Bus	0,0	2,6	20,4	2,5	0,0	0,0	4,3	3,1	15,0	30,5	5,6
Taxi	11,3	28,8	23,0	23,7	8,7	19,4	12,3	9,8	17,6	46,7	17,2
Car driver	51,7	57,3	23,6	46,6	48,7	35,0	59,5	72,4	50,2	0,0	53,8
Car passenger	28,6	9,0	32,9	27,1	42,6	45,6	19,0	14,7	9,6	22,8	20,4
Other	8,4	2,3	0,0	0,0	0,0	0,0	4,9	0,0	7,7	0,0	3,0

Other includes: Train, animal drawn transport, scooter/motorcycle,aircraft etc.
Percentage calculated within local municipalities and North West.

Figure 6.2 deals with the mode of transport most used by workers in the province when they undertake business trips, and it shows that most business travellers used the car/bakkie as driver mode. About 53,8% of workers in North West travelled using cars as drivers. In Rustenburg LM, travellers were the most likely to be car/bakkie drivers (72,4%), followed by Lekwa Teemane, Kagisano and Mamusa LMs (59,5%) and Ditsobotla and Ramotshere LMs (57,3%).

The car passenger mode was the second most used (20,4%) in the province, followed by taxis (17,2%). In Naledi and Greater Taung LMs (45,6%) and Ventersdorp and Tlokwe LMs (42,6%), the car passenger mode was used the most, while in Moretele LM (46,7%) and Ditsobotla and Ramotshere LM (28,8%), taxis were the most commonly used mode of transport.

Figure 6.3: Percentage of business trips by main mode of travel and geographic type



	Bus	Taxi	Car	Other
Urban	1,8	12,2	81,9	4,1
Rural	12,6	26,7	59,6	1,1

Other includes: Train, animal drawn transport, scooter/motorcycle,aircraft etc.
Percentage calculated within geographical locations.

Figure 6.3 shows the percentage of trips made by mode of transport and by geography type. Cars (81,9%) were used the most in urban areas while buses counted for 1,8%. In rural areas, cars as a driver and as a passenger was the commonly used mode of travel (59,6%), followed by taxis (26,7%), while other modes counted 1,1%.

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

Municipality of origin	Province of destination			
	NW	GP	Other provinces	Total
Mahikeng	6	*	*	**8**
Dit_Ram	6	4	*	**10**
Rat_Tsw	4	*	*	**4**
Maq_COM	4	1	*	**5**
Ven_Tlo	2	1	*	**3**
Nal_Tau	*	*	1	**2**
Lek_Kag_Mam	2	*	*	**3**
Rustenburg	3	*	*	**6**
Kge_Mos_Mad	2	4	*	**6**
Moretele	*	*	*	*
North West	**29**	**16**	**2**	**47**

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

Table 6.4 represents the percentage of business trips undertaken by workers from their LMs to other provinces or to places within North West. With the North West province as their destination, workers in Mahikeng LM (6 000), Ditsobotla and Ramotshere LMs (6 000), Ratlou and Tswaing LMs (4 000), took the most trips. For trips to other provinces, Gauteng was the one province to which workers travelled most (16 000 in total), while travellers from Kgetlengrivier, Moses Kotane and Madibeng LMs (4 000) and Ditsobotla and Ramotshere LMs (4 000) were the most likely to travel to Gauteng.

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

Municipality of origin	District of destination				
	Bojanala	Ngaka Modiri Molema	Dr Ruth Segomotsi Mompati	Dr Kenneth Kaunda	Total
Mahikeng	*	4	*	*	**6**
Dit_Ram	*	6	*	*	**6**
Rat_Tsw	*	3	*	*	**4**
Maq_COM	*	*	*	2	**3**
Ven_Tlo	*	*	*	1	**1**
Nal_Tau	*	*	*	*	*
Lek_Kag_Mam	*	*	2	*	**2**
Rustenburg	3	*	*	*	**3**
Kge_Mos_Mad	2	*	*	*	**2**
Moretele	*	*	*	*	*
North West	**7**	**14**	**4**	**4**	**28**

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

The vast majority of business trips were destined to Ngaka Modiri Molema (14 000) with 50% of the trips, followed by Bojanala district with a quarter of the trips (7 000). Of the 14 000 trips made to Ngaka Modiri Molema DM, 6 000 of the business travellers were from Ditsobotla and Ramotshere LMs, while 4 000 came from Mahikeng LM. Rustenburg LM-based workers were primarily destined for Bojanala DM with three thousand business trips.

7. Other travel patterns

7.1 Introduction

This section concentrates 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 provides information on reasons for travelling other than for work, school and business trips which are covered fully in previous sections.

7.2 Day trips

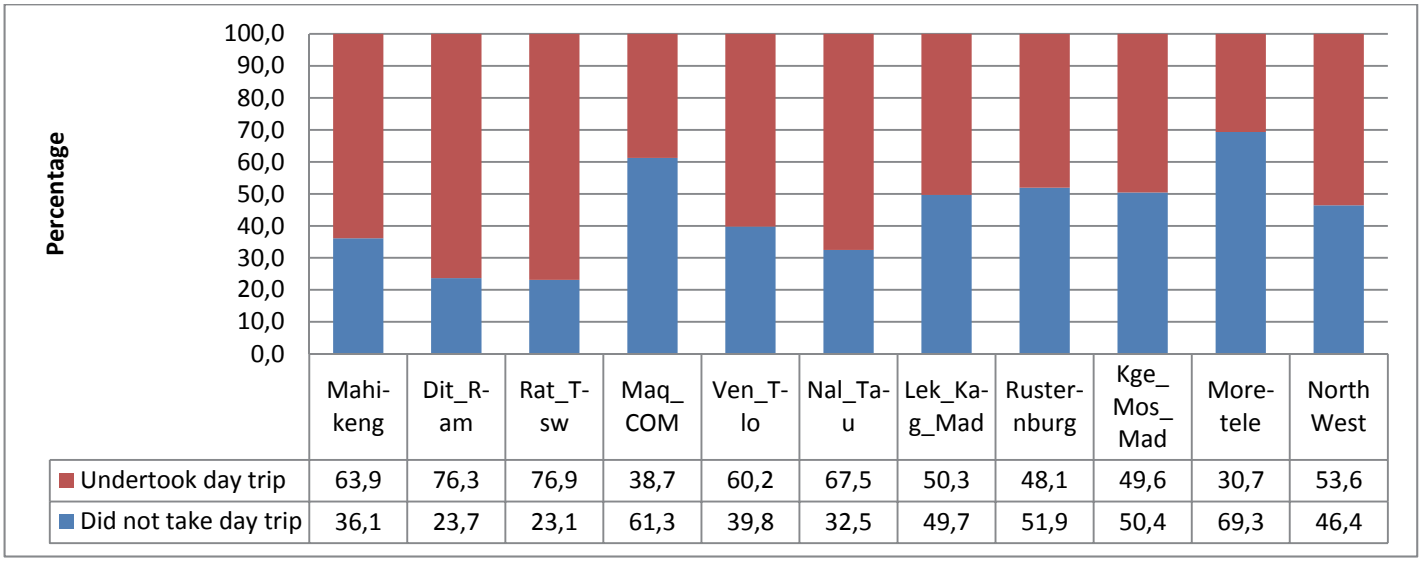
Table 7.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview

Municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in NW
Mahikeng	220	140	10,5
Dit_Ram	190	145	10,8
Rat_Tsw	129	99	7,4
Maq_COM	333	129	9,6
Ven_Tlo	162	98	7,3
Nal_Tau	165	111	8,3
Lek_Kag_Mam	145	73	5,4
Rustenburg	441	212	15,8
Kge_Mos_Mad	600	297	22,2
Moretele	119	36	2,7
North West	**2 504**	**1 342**	**100**

Percentages calculated across local municipalities, within North West province.
Totals exclude unspecified cases.

Table 7.1 indicates that a total of 1 342 individuals out of a total of 2 504 who were interviewed had undertaken trips away from their usual home/place of residence during the 12 months prior to the survey. Kgetlengrivier, Moses Kotane and Madibeng LMs have the highest proportion of individuals who had undertaken trips (22,2%), whilst Moretele LM had the lowest proportion at 2,7%.

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



	Mahi-keng	Dit_R-am	Rat_T-sw	Maq_ COM	Ven_T-lo	Nal_Ta-u	Lek_Ka-g_Mad	Ruster-nburg	Kge_ Mos_ Mad	More-tele	North West
Undertook day trip	63,9	76,3	76,9	38,7	60,2	67,5	50,3	48,1	49,6	30,7	53,6
Did not take day trip	36,1	23,7	23,1	61,3	39,8	32,5	49,7	51,9	50,4	69,3	46,4

Percentage calculated within local municipalities and North West.

Figure 7.1 indicates that a high proportion of persons residing in Moretele LM (about 70%), followed by those residing in Maquassi Hills and City of Matlosana LMs (about 62%) did not undertake a day trip, whereas more than three-quarters of those residing in Ditsobotla and Ramotshere LMs (76,3%) and Ratlou and Tswaing LMs (76,9%) undertook day trips.

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

Main purpose of trip	Municipality (per cent)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Visited home	10,5	2,9	8,8	8,8	16,7	14,3	14,0	16,5	11,7	6,2	**11,4**
Shopping – for business or personal	5,8	58,4	26,2	40,3	25,5	23,8	50,3	25,5	32,6	29,4	**31,4**
Sporting – as a spectator or participant	0,4	1,2	2,1	0,8	1,8	1,4	2,8	0,9	2,2	0,9	**1,4**
Visit friends and/or family	43,7	16,7	24,6	24,1	32,0	19,3	13,4	27,7	29,3	20,8	**26,7**
Funeral	15,4	6,0	7,1	17,1	7,9	24,9	5,8	15,5	8,6	26,3	**12,4**
Medical	3,0	3,5	10,8	1,4	3,1	4,3	6,9	1,9	3,1	0,3	**3,6**
Religious	12,5	5,0	11,0	4,5	5,3	4,8	3,8	2,7	5,4	11,5	**6,1**
Other purposes	8,7	6,4	9,4	3,0	7,8	7,3	3,0	9,4	7,0	4,7	**7,1**
Total	**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 local municipalities and North West.
Totals exclude unspecified main purpose of the trip.
Other purpose includes: Wellness (e.g. spa, health farm), wedding, etc.

Table 7.2 illustrates that most travellers undertook trips for shopping for business or personal reasons (31,4%), followed by visiting friends and/or family (26,7%). Local municipalities where significant percentages of individuals went shopping for business and/or personal reasons were Ditsobotla and Ramotshere (58,4%) and Lekwa Teemane, Kagisano and Mamusa LMs at 50,3%. Persons who undertook trips mostly for medical reasons were located in the Ratlou and Tswaing LMs (10,8%), followed by those living in Lekwa Teemane, Kagisano and Mamusa LMs (6,9%).

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

Mode	Statistics (numbers in thousands)	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	**Number**	6	4	7	1	3	5	1	11	27	5	**71**
	Per cent	4,6	3,1	6,8	1,2	3,0	4,9	1,3	5,4	9,4	14,1	**5,4**
Taxi	**Number**	48	72	33	63	28	64	41	84	164	23	**621**
	Per cent	34,6	50,3	34,5	49,9	29,5	59,1	57,4	42,2	56,6	64,0	**47,6**
Car\bakkie\ truck driver	**Number**	11	19	5	18	22	6	9	52	27	2	**169**
	Per cent	7,8	13,0	5,0	14,5	22,6	5,3	12,3	26,1	9,2	5,0	**12,9**
Car\bakkie\ truck passenger	**Number**	27	25	16	30	40	14	13	44	36	5	**251**
	Per cent	19,5	17,7	17,0	23,9	41,8	12,9	18,4	22,1	12,2	14,9	**19,2**
Other	**Number**	*	4	3	2	*	3	3	*	5	*	**22**
	Per cent	*	2,5	3,5	1,2	*	2,5	4,6	*	1,8	*	**1,7**
Walking all the way	**Number**	45	19	32	12	3	17	4	8	31	1	**172**
	Per cent	32,5	13,5	33,2	9,3	3,0	15,3	6,0	3,9	10,7	2,1	**13,2**
Total	**Number**	**140**	**143**	**96**	**126**	**95**	**109**	**72**	**198**	**290**	**36**	**1 306**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified mode of travel.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.

Table 7.3 shows that most persons who undertook day trips in North West province used taxis (47,6%), followed by car/truck passengers (19,2%). Walking all the way was most common in the Mahikeng LM (32,5%), whilst those who were the least likely to walk all the way were found in Moretele LM (2,1%).

7.3 Overnight trips

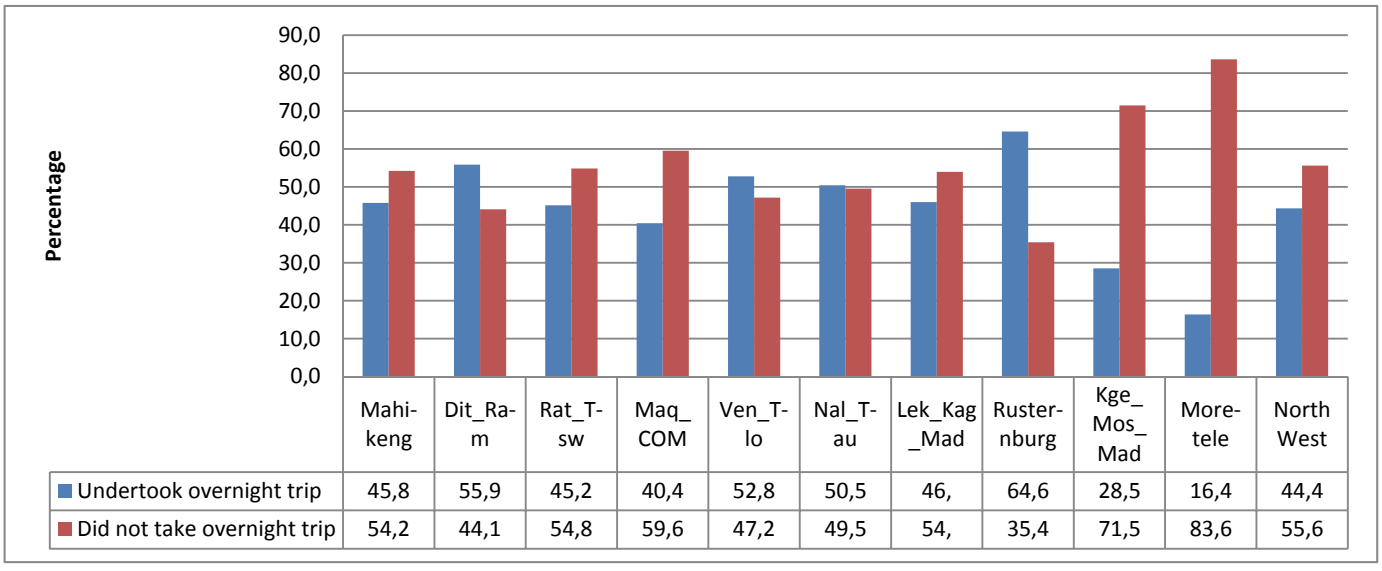
Table 7.4: Overnight trips undertaken away from usual home/residence in the twelve months prior to the interview by municipality

Municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Mahikeng	220	101	9,0
Dit_Ram	190	106	9,6
Rat_Tsw	129	58	5,3
Maq_COM	333	135	12,1
Ven_Tlo	162	86	7,7
Nal_Tau	165	83	7,5
Lek_Kag_Mam	145	67	6,0
Rustenburg	441	285	25,7
Kge_Mos_Mad	600	171	15,4
Moretele	119	19	1,7
North West	**2 504**	**1 111**	**100,0**

Percentages calculated across local municipalities, within North West province.

Table 7.4 indicates that less than half (1 111) of the total number of persons interviewed (2 504) undertook overnight trips away from their usual home/residence. Residents of the Rustenburg LM were most likely to undertake overnight trips (25,7%), whilst those residing in Moretele LM were least likely to undertake overnight trips (1,7%).

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



Percentage calculated within local municipalities and North West.

Figure 7.2 shows that the highest proportion of persons 15 years and older who did not undertake an overnight trip, lived in Moretele LM (83,6%), followed by Kgetlengrivier, Moses Kotane and Madibeng LMs (71,5%), whilst residents of the Rustenburg LM and Ditsobotla and Ramotshere LMs were the most likely to travel with 64,6% and 55,9% respectively.

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

Main purpose of trip	Municipality (per cent)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Visited home	23,6	20,7	13,3	13,2	33,2	28,3	41,3	55,4	33,4	5,5	**33,0**
Shopping – personal or business	1,8	1,3	3,0	1,6	*	0,3	1,5	0,7	1,9	3,0	**1,3**
Sporting – as a spectator or participant	0,7	0,2	0,7	0,3	*	1,4	0,6	1,1	0,2	*	**0,6**
Visit friends and/or family	38,8	40,0	44,7	52,5	46,4	34,6	18,4	28,1	31,2	37,7	**36,0**
Funeral	17,4	19,6	17,2	20,5	7,5	21,0	21,7	7,8	12,7	26,3	**14,7**
Medical	1,6	2,4	2,0	0,2	1,5	0,8	2,0	0,4	0,9	1,7	**1,1**
Religious	12,6	8,0	11,2	5,5	4,1	7,2	12,2	3,3	12,2	17,1	**7,8**
Other purposes	3,5	7,7	7,9	6,0	7,2	6,4	2,4	3,2	7,5	8,6	**5,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified main purpose of the trip.
Other purpose includes: Wellness (e.g. spa, health farm), wedding, etc.

Table 7.5 shows that visiting a friend and/or family was the reason most commonly stated by persons located in North West for undertaking overnight trips. This is also the case in all the local municipalities in the province, except in the Lekwa Teemane, Kagisano and Mamusa LMs where visiting home (41,3%) was the most common motivation for travelling.

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

Main mode	Statistics (000')	Municipality										
		Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	Number	13	9	8	7	2	6	2	28	28	3	**106**
	Per cent	13,5	8,4	13,7	5,5	2,4	7,4	3,0	9,8	16,8	16,3	**9,7**
Taxi	Number	50	49	26	68	25	52	34	143	97	8	**551**
	Per cent	52,7	46,5	46,7	51,2	29,6	63,6	51,3	50,8	57,1	41,9	**50,6**
Car\bakkie\ truck driver	Number	8	14	3	16	22	5	7	49	14	1	**138**
	Per cent	8,6	13,1	5,0	12,4	27,1	5,9	10,2	17,2	8,2	5,2	**12,7**
Car\bakkie\ truck passenger	Number	22	32	16	40	31	17	21	55	24	7	**266**
	Per cent	23,0	30,4	28,6	30,1	37,8	21,3	32,2	19,7	14,3	34,9	**24,4**
Other modes	Number	2	2	3	1	3	1	2	7	6	*	**28**
	Per cent	2,2	1,6	5,9	0,8	3,1	1,7	3,4	2,5	3,6	*	**2,5**
Total	Number	**94**	**105**	**55**	**133**	**83**	**82**	**66**	**282**	**169**	**19**	**1 088**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified main mode of travel.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.

Table 7.6 indicates that half of the persons (50,6%) in the North West used taxis for travelling overnight to their destinations, which is also the case in all the local municipalities in this province. Residents of Moretele LM and Kgetlengrivier, Moses Kotane and Madibeng LMs had higher proportions of persons using buses for their trips at 16,3% and 16,8% respectively.

8. Possession of a driver's licence

The possession of a driver's licence in South Africa is limited to persons aged 18 years and older, except for small motorcycles, for which the age cut-off is 17 years and older. This section focuses on the distribution of driver's licence possession according to geographical location, population group and sex.

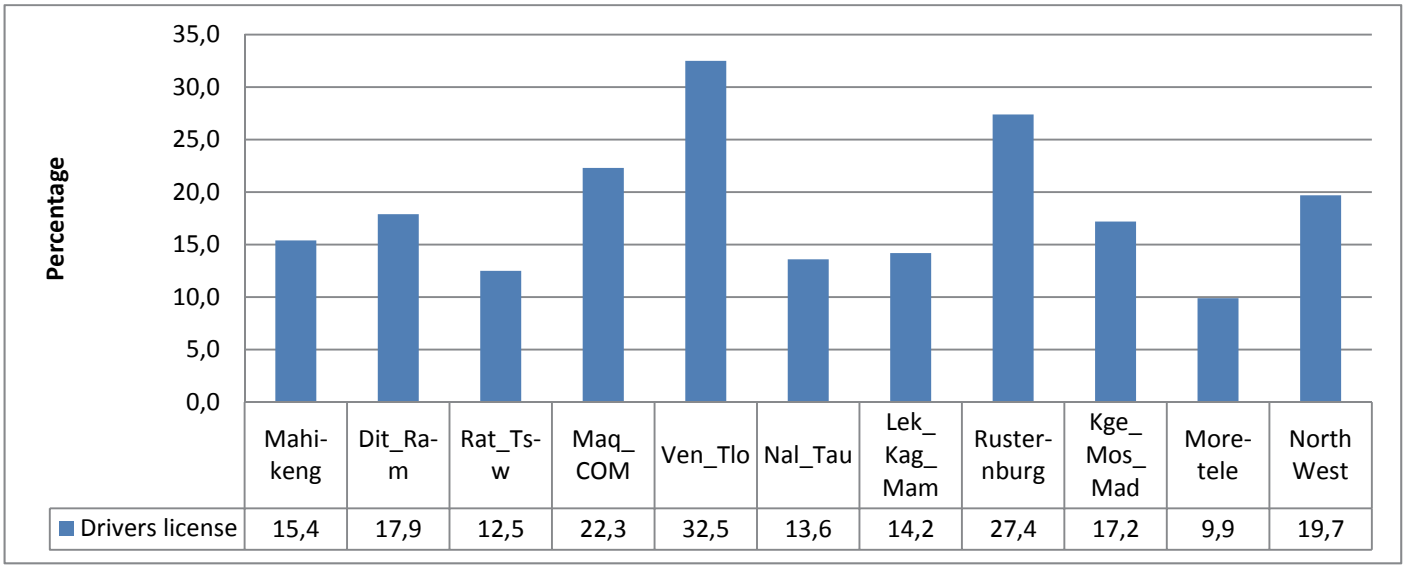
Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and municipality

Municipality	Driver's licence			
	Number 18 years and older with licences ('000)	Per cent with licence across municipality	Number 18 years and older without licences ('000)	Per cent without licence across municipality
Mahikeng	29	6,5	160	8,8
Dit_Ram	31	6,9	142	7,8
Rat_Tsw	14	3,1	98	5,4
Maq_COM	68	15,1	236	12,9
Ven_Tlo	50	11,1	103	5,6
Nal_Tau	20	4,4	126	6,9
Lek_Kag_Mam	18	4,1	110	6,0
Rustenburg	113	25,2	299	16,4
Kge_Mos_Mad	95	21,2	457	25,0
Moretele	11	2,4	97	5,3
North West	**448**	**100,0**	**1827**	**100,0**

Percentages calculated across local municipalities, within North West.
Totals exclude unspecified persons with driver's licence.

The above table summarises persons aged 18 years and older who have a driver's licence in North West. Most of the people who have a driver's licence are from Rustenburg LM at 113 000 (25,2%), followed by Kgetlengrivier, Moses Kotane and Madibeng LMs with 95 000 (21,2%). The smallest number of people with a driver's licence were found in Moretele LM with 11 000 persons, accounting for less than 2,4% of those in possession of a driver's licence in the province.

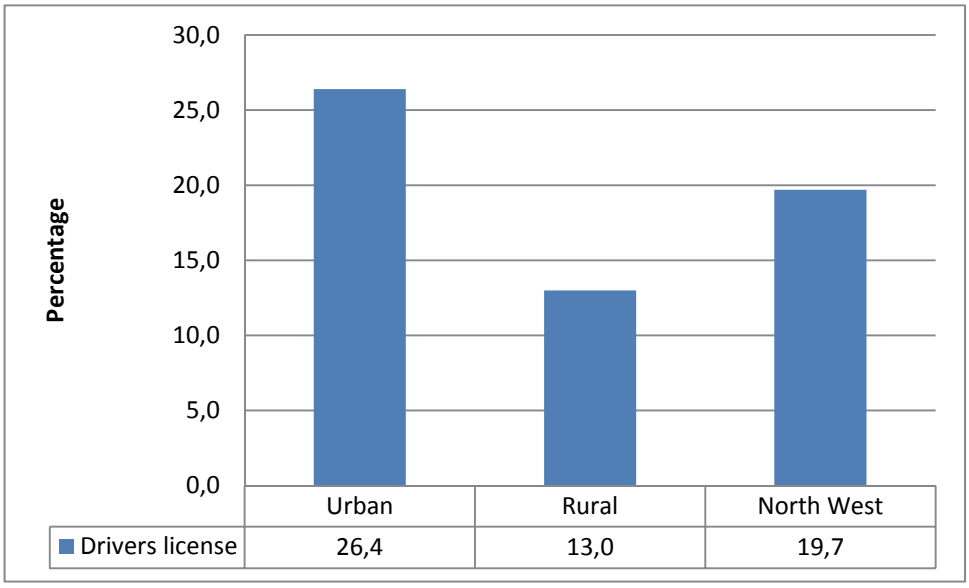
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by municipality



Percentages calculated across local municipalities and North West.

The above figure shows that nearly two in ten individuals aged 18 years and older had a driver's licence (19,7%). The highest percentages of licence holders were found in Ventersdorp and Tlokwe LMs (32,5%), followed by Rustenburg LM (27,4%). The least were from Moretele LM (9,9%).

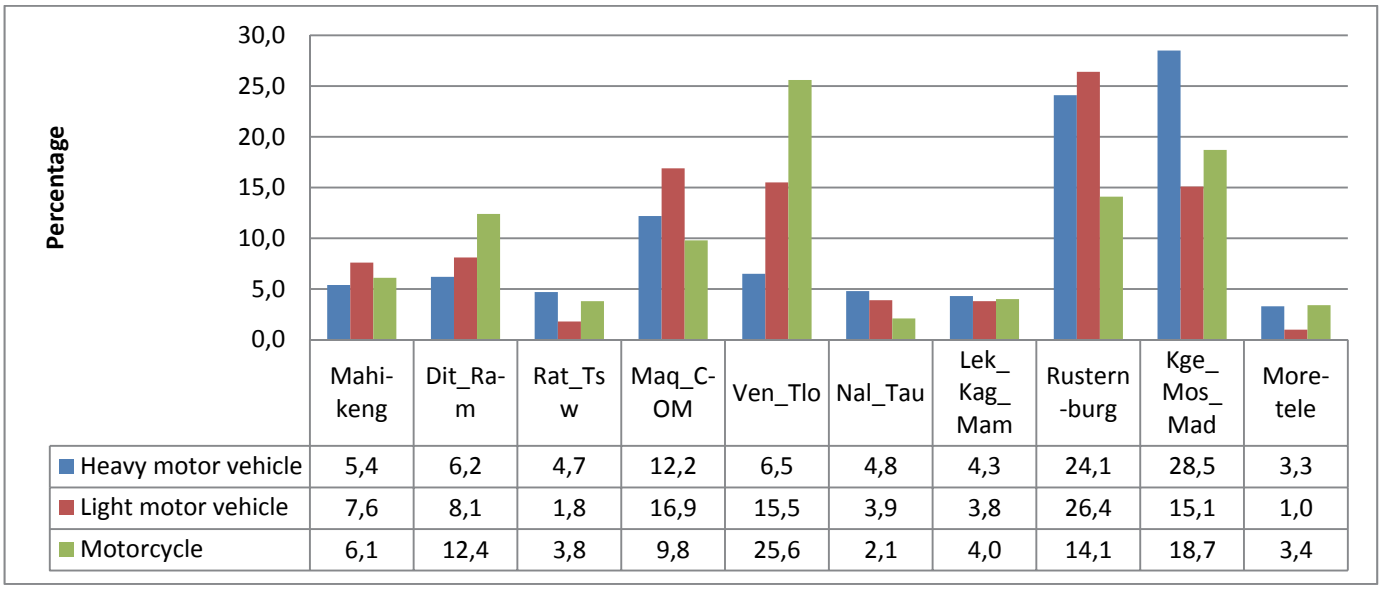
Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location



Percentage calculated within geographical location and North West.

Figure 8.2 depicts the comparison of possession of a driver's licence among persons 18 years and older against their geographic location. It shows that individuals living in urban areas (26,4%) were more likely than those in rural areas (13%) to have a driver's licence.

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



	Mahi-keng	Dit_Ra-m	Rat_Tsw	Maq_C-OM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustern-burg	Kge_Mos_Mad	More-tele
Heavy motor vehicle	5,4	6,2	4,7	12,2	6,5	4,8	4,3	24,1	28,5	3,3
Light motor vehicle	7,6	8,1	1,8	16,9	15,5	3,9	3,8	26,4	15,1	1,0
Motorcycle	6,1	12,4	3,8	9,8	25,6	2,1	4,0	14,1	18,7	3,4

Percentages calculated across local municipalities.
Note: Motorcycle (Codes A1, A), Car (Codes B, EB), Heavy vehicle (Codes C, C1, EC, EC1).

Very few persons 18 years and older had a motorcycle licence. Of those who did have, Ventersdorp and Tlokwe LMs (25,6%) dominated, followed by Kgetlengrivier and Moses Kotane and Madibeng LMs (19%). The Naledi and greater Taung LMs (2,1%) had the lowest percentages of people with a motorcycle licence.

Of all the licence types, light motor vehicle licences are the most common. Residents of Rustenburg LM (26,4%) and Maquassi Hill and City of Matlosana LMs (16,9%) are most likely to have a light motor vehicle licence. Residents of Moretele LM (1,0%) are the least likely to have a light motor vehicle licence Slightly more than a quarter of persons 18 years and older in Kgetlengrivier, Moses Kotane and Madibeng LMs (28,5%) had a heavy motor vehicle licence, while less than five per cent (3,3%) of eligible persons in Moretele had a heavy motor vehicle licence.

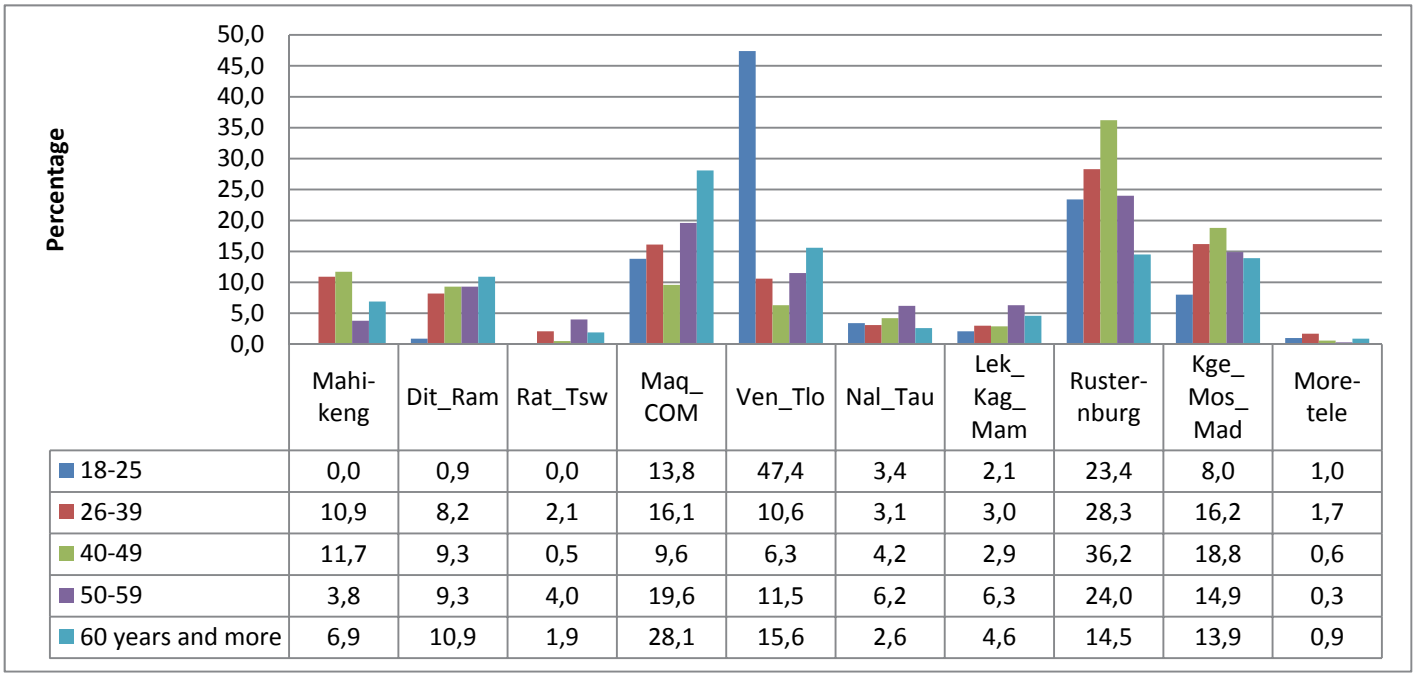
Table 8.2: Number of persons aged 18 years and older by age group, type of driver's licence and sex

Age group	Motorcycle ('000)			Light motor vehicle ('000)			Heavy motor vehicle ('000)		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
18–25	*	*	*	31	18	13	16	12	4
26–39	3	2	*	73	45	28	79	56	23
40–49	3	2	1	51	30	20	52	46	6
50–59	5	3	*	46	29	18	39	33	5
60 years +	1	1	*	35	17	18	20	17	3
Total	**14**	**10**	**5**	**236**	**139**	**97**	**205**	**164**	**41**

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

Table 8.2 summarises the driver's licence possession for people aged 18 years and older by age group, type of driver's licence and sex. The largest number of people in possession of a driver's licence for a motorcycle are aged 50–59 (with a total of 5 000 licences), followed by age groups 26–39 and 40–49, both with 3 000 licences. Most motorcycle licence holders were males. Heavy motor vehicle licences were most likely to be owned by people aged 26–39 (79 000), followed by 73 000 for light motor vehicle licences. People of the age group 18–25 were the least likely to have licences, and women were the least likely to have a licence of any type across all age groups.

Figure 8.4: Percentage of persons aged 18 years and older with light motor vehicle licence by age group and municipality



	Mahi-keng	Dit_Ram	Rat_Tsw	Maq_ COM	Ven_Tlo	Nal_Tau	Lek_ Kag_ Mam	Ruster-nburg	Kge_ Mos_ Mad	More-tele
18-25	0,0	0,9	0,0	13,8	47,4	3,4	2,1	23,4	8,0	1,0
26-39	10,9	8,2	2,1	16,1	10,6	3,1	3,0	28,3	16,2	1,7
40-49	11,7	9,3	0,5	9,6	6,3	4,2	2,9	36,2	18,8	0,6
50-59	3,8	9,3	4,0	19,6	11,5	6,2	6,3	24,0	14,9	0,3
60 years and more	6,9	10,9	1,9	28,1	15,6	2,6	4,6	14,5	13,9	0,9

Percentages calculated across local municipalities.

Figure 8.4 indicates the percentage of persons aged 18 years and older with a light motor vehicle licence by age group. The highest percentage of persons aged between 18 and 25 with a light motor vehicle driver's' licence were found in Ventersdorp and Tlokwe LMs (47,4%), followed by Rustenburg (23,4%).

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

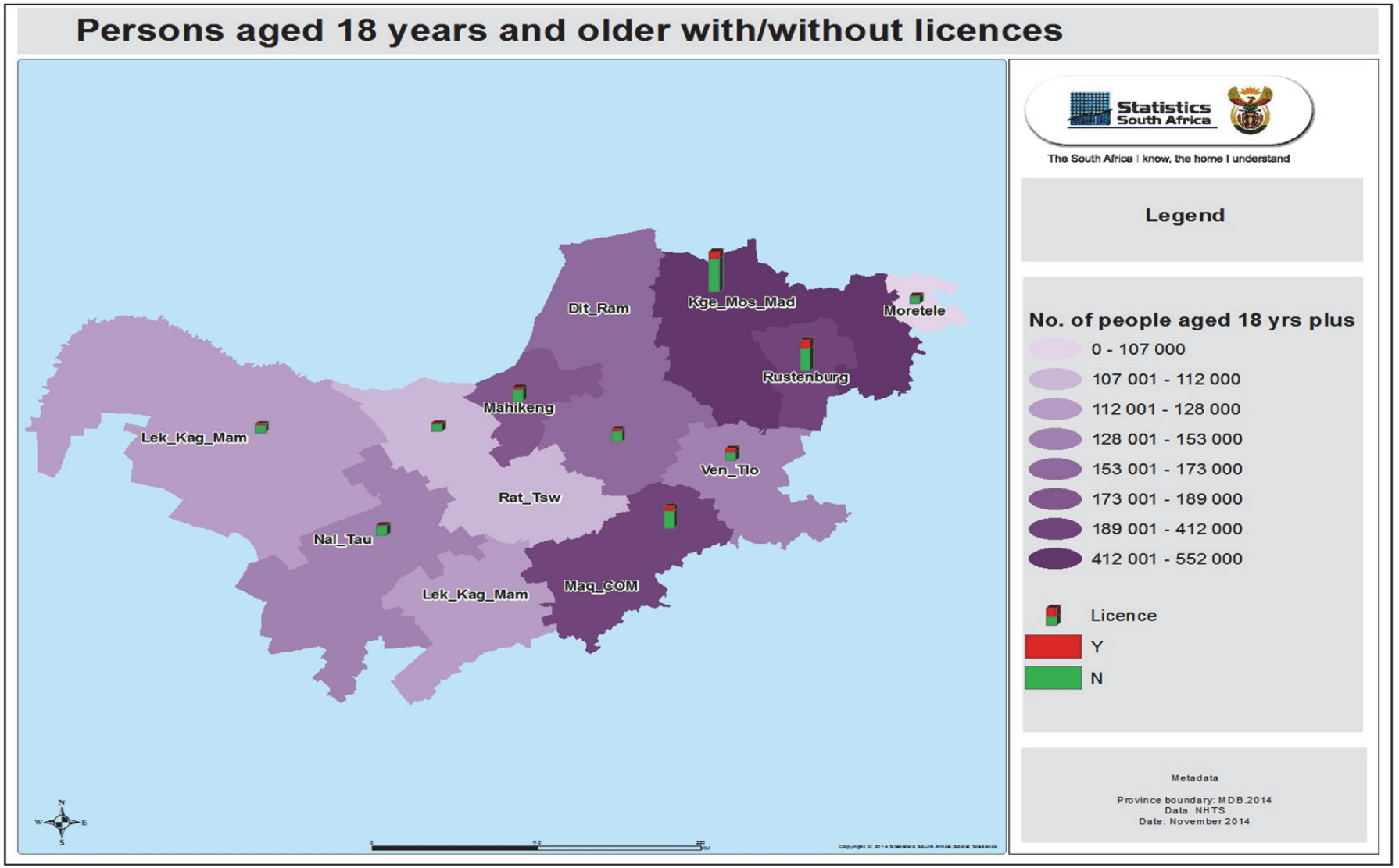


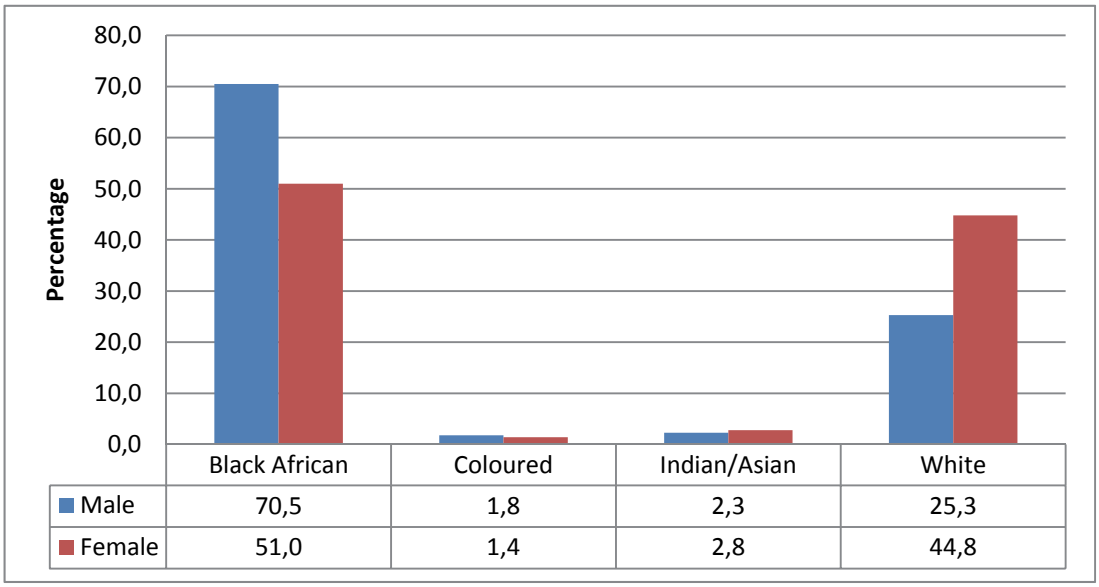
Table 8.3: Persons aged 18 years and older who are in possession of a driver's licence by population group and sex

Population group		District municipality																				
		Mahikeng		Dit_Ram		Rat_Tsw		Maq_COM		Ven_Tlo		Nal_Tau		Lek_Kag_ Mam		Rustenburg		Kge_Mos_ Mad		Moretele		North West
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	
Black African	Number ('000)	15	12	13	3	9	4	26	7	13	5	11	3	8	3	51	20	60	15	9	1	288
	Per cent	91,0	92,1	60,6	29,7	97,2	83,6	56,8	33,4	41,7	27,7	72,2	57,2	61,5	53,8	69,4	50,1	85,9	61,1	100,0	100,0	64,3
White	Number ('000)	*	*	7	7	*	*	19	14	16	11	3	2	4	2	17	17	9	9	*	*	141
	Per cent	*	*	36,0	70,3	*	*	39,9	66,6	50,2	61,8	21,0	37,5	31,3	42,5	23,6	43,2	13,5	36,7	*	*	31,5
Other races	Number ('000)	*	*	*	*	*	*	2	*	3	2	1	*	1	*	5	3	*	*	*	*	19
	Per cent	*	*	*	*	*	*	3,3	*	8,1	10,5	6,8	*	7,2	*	7,0	6,7	*	*	*	*	4,2
Total	Number ('000)	**16**	**13**	**21**	**10**	**10**	**4**	**47**	**21**	**32**	**18**	**15**	**5**	**12**	**6**	**73**	**40**	**70**	**25**	**9**	**1**	**448**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified cases.
Other races includes: Coloured, Indian/Asian, etc.

According to Table 8.3, a total population of 488 of different race groups had a driver's licence. The black African population group had the highest number of persons with a driver's licence (288), followed by whites with 141. Within sex groups, black African males in Ratlou and Tswaing LMs (97,2%) was the subgroup with the highest proportion of persons with a driver's licence, followed by black African females (92,1%) in Mahikeng LM. White females in Ditsobotla and Ramotshere LMs (70,3%) and Maquassi Hills and Matlosana LMs (66,6%) were the dominating group compared to other population groups. Other races (Indian/Asian and coloureds) had the lowest proportion of persons with a driver's licence, amounting only to (4,2%) of the North West totals.

Figure 8.5: Percentage of persons aged 18 years and older in possession of a driver's licence by population group and sex



	Black African	Coloured	Indian/Asian	White
Male	70,5	1,8	2,3	25,3
Female	51,0	1,4	2,8	44,8

Percentages calculated across sex.

Black African (74,6%) and coloured (73,8%) males have the highest percentages regarding the possession of a driver's licence, relative to other population groups. The percentages for white males and females are very similar, resulting in white males being less likely within the population group to have a licence compared to males from other population groups. White females (45,5%) have the highest percentage of licence holders, while the smallest percentage is found among black African females (25,4%).

9. Households

9.1 Introduction

In addition to describing general household attributes, this section will tell the transport story from the household's perspective and, more specifically, their use and perceptions of public transport. This section relates to Section 7 in the NHTS questionnaire. It starts by reflecting on general household socio-economic profiles and the ownership of bicycles, motor vehicles and animal-drawn vehicles. This is followed by a description of the modes of travel that households use to reach selected services and public facilities. The final part deals with the use of public transport (buses and taxis), and the level of satisfaction in relation to these forms of transport.

9.2 Socio-economic circumstances of households

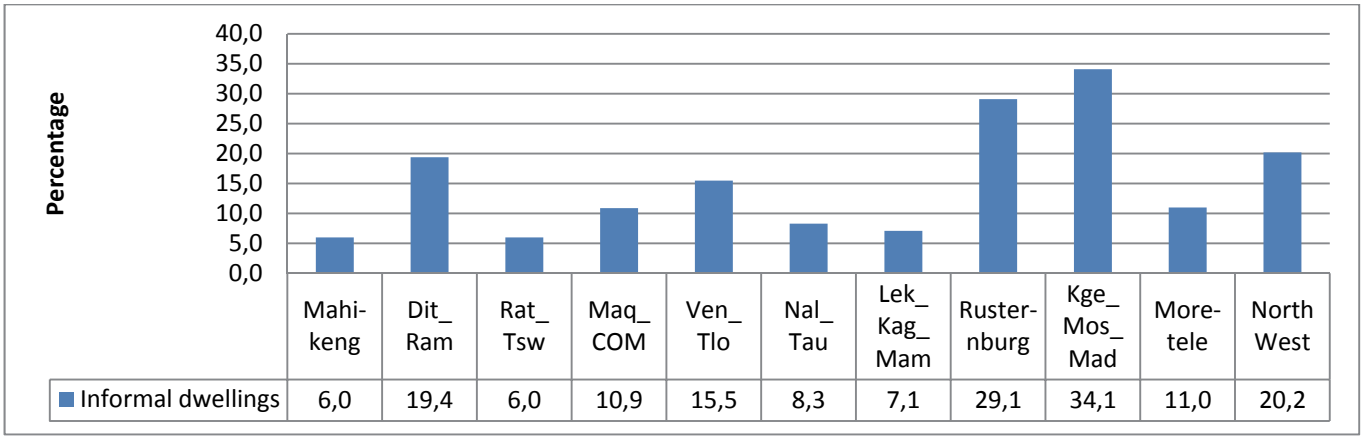
Table 9.1: Dwelling type of household by municipality

	Municipality (per cent within municipality)										
Dwelling type	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_ Tlo	Nal_ Tau	Lek_Kag_ Mam	Rusten-burg	Kge_Mos_ Mad	Moretele	North West
Formal dwellings	91,3	75,5	88,7	88,3	83,6	89,3	92,1	67,4	64,8	89,0	77,6
Informal dwellings	6,0	19,4	6,0	10,9	15,5	8,3	7,1	29,1	34,1	11,0	20,2
Traditional dwellings	2,2	3,9	4,8	0,6	*	2,1	*	*	*	*	1,1
Other	*	*	*	*	*	*	*	3,1	1,0	*	1,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified types of dwelling.
Other include: Caravan/tent, etc.

Table 9.1 Indicates that a large proportion (77,6%) of households in the North West province live in formal dwellings. This is not only true for the province as a whole, but also for all the LMs in the province. Residents of the Kgetlengrivier, Moses Kotane and Madibeng LMs were the least likely to live in formal dwellings (64,8%) when compared to other LMs in the province. Informal dwellings are mostly found in the Rustenburg LM and Kgetlengrivier, Moses Kotane and Madibeng LMs with 29,1% and 34,1% respectively. Informal dwellings are least likely to be found in Mahikeng LM and Ratlou and Tswaing LMs with six per cent in each area.

Figure 9.1: Dwelling type of household



Percentage calculated within local municipalities and North West.

The figure above shows households in North West that were staying in informal dwellings (20,2%). LMs with most households staying in informal dwellings were Kgetlengrivier, Moses Kotane and Madibeng LMs (34,1%), followed by Rustenburg LM (29,1%), and Ditsobotla and Ramotshere LMs (19,4%).

Table 9.2: Sources of household income[2] by municipality

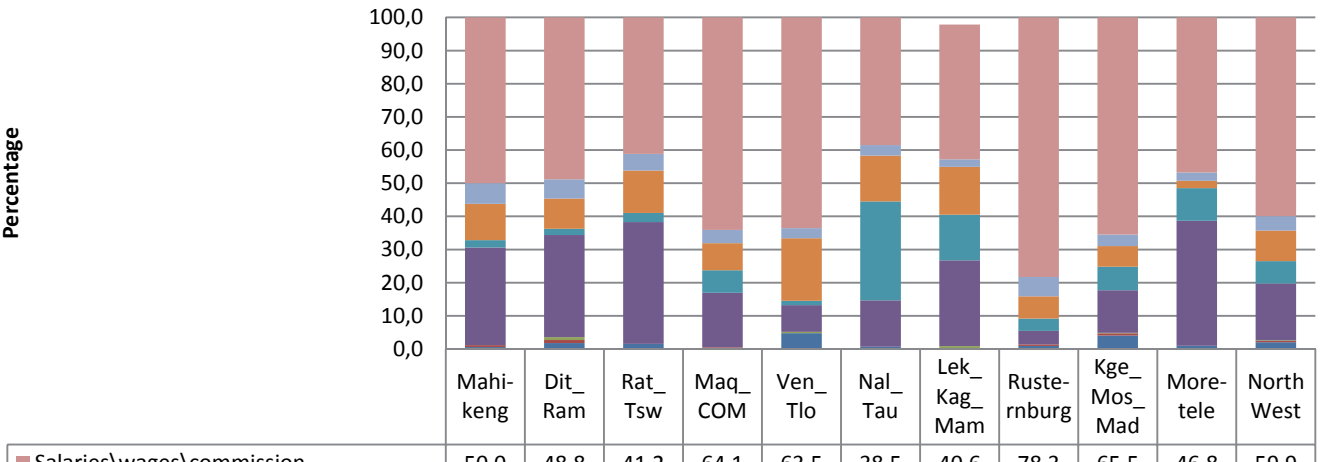
Source of household income	Municipality (per cent within income source category)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Salaries\wages\ commission	7,7	6,8	3,6	13,4	7,3	4,2	3,7	25,2	24,9	3,4	**100,0**
Income from a business	10,6	10,7	5,0	14,0	5,8	3,3	2,2	26,4	18,7	3,4	**100,0**
Remittances (including child maintenance)	12,2	9,0	7,4	11,0	9,3	11,7	9,6	13,9	14,3	1,5	**100,0**
Pensions	7,3	2,5	2,0	12,1	3,4	19,2	10,9	11,0	25,7	5,9	**100,0**
Grants	12,1	9,5	7,6	14,7	6,2	6,6	5,5	8,6	23,4	5,9	**100,0**
Sales of farming products and services	15,4	11,2	*	7,4	4,9	7,0	4,7	8,5	41,0	*	**100,0**
Income from UIF	8,6	14,1	*	4,9	4,6	*	3,2	33,8	30,8	*	**100,0**
Other income sources	5,5	5,8	2,8	5,6	12,5	1,4	4,2	25,3	34,5	2,4	**100,0**
Source of household income	**Municipality (per cent within municipality)**										
	Mahikeng	**Dit_Ram**	**Rat_Tsw**	**Maq_COM**	**Ven_Tlo**	**Nal_Tau**	**Lek_Kag_Mam**	**Rustenburg**	**Kge_Mos_Mad**	**Moretele**	**North West**
Salaries\wages\ commission	64,8	57,5	49,5	69,4	67,6	46,5	46,6	83,2	68,2	54,5	**66,3**
Income from a business	9,6	9,9	7,4	7,9	5,8	4,2	3,0	9,4	5,6	5,9	**7,2**
Remittances (including child maintenance)	26,4	19,6	25,9	14,7	22,2	34,1	32,0	11,8	10,0	6,2	**17,0**
Pensions	10,5	3,6	4,7	10,7	5,4	36,6	24,0	6,2	12,0	15,9	**11,3**
Grants	60,8	48,4	62,3	45,8	34,7	45,2	42,5	17,3	38,3	57,7	**40,0**
Sales of farming products and services	1,2	0,9	*	0,4	0,4	0,7	0,6	0,3	1,0	*	**0,6**
Income from UIF	0,5	0,9	*	0,2	0,3	*	0,3	0,8	0,6	*	**0,5**
Other income sources	2,5	2,7	2,1	1,6	6,3	0,9	3,0	4,6	5,1	2,1	**3,6**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated across local municipalities, within North West.
Totals exclude unspecified income from business and household with no income.
Other income sources include: Rental income, interest, etc.

Table 9.2 indicates that two-thirds of households (66,3%) residing in North West receive income from salaries/wages/commission, followed by grants (40%), whilst the lowest proportion receive income from UIF (0,5%) and sales of farming products and services (0,6%). In Moretele (57,7%) and Ratlou and Tswaing (62,3%) LMs, a high proportion of households receive income from grants. Remittances (which also includes child maintenance) contribute between 7,4% and 14,3% within the income source categories in all LMs except Moretele LM (1,5%).

[2] Households could select more than one source of income.

Figure 9.2: Main source of household income by municipality

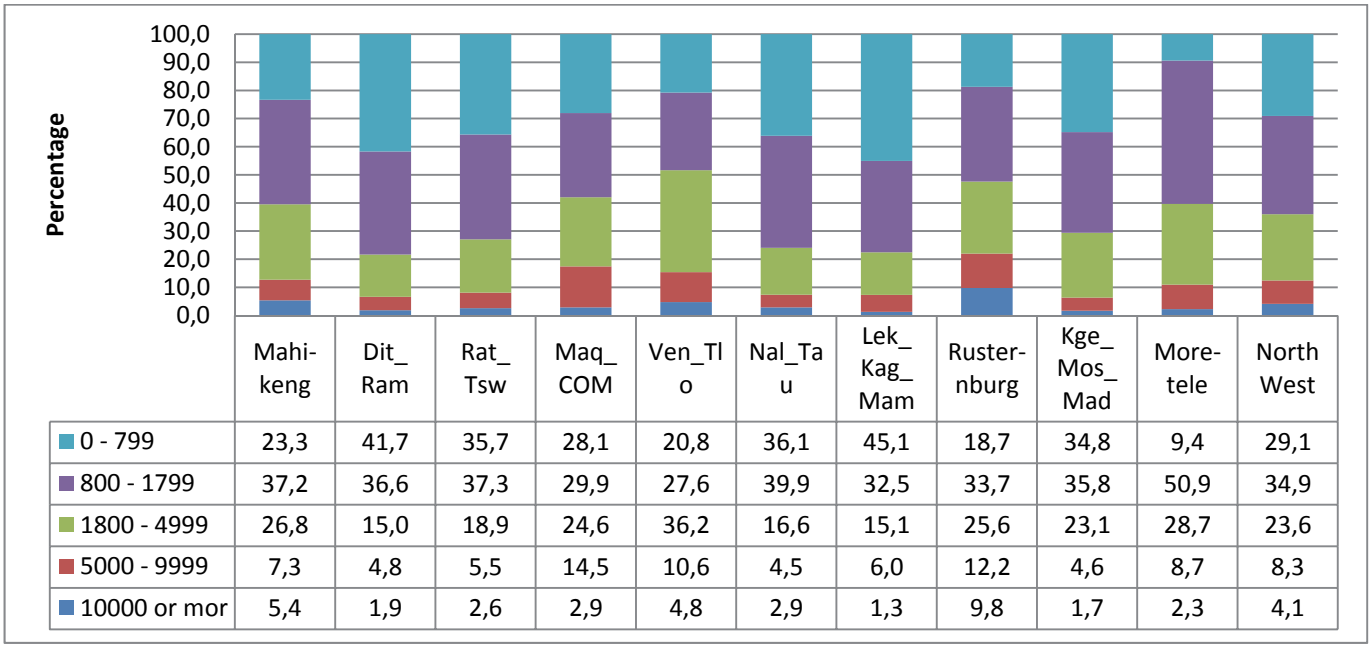


	Mahi-keng	Dit_ Ram	Rat_ Tsw	Maq_ COM	Ven_ Tlo	Nal_ Tau	Lek_ Kag_ Mam	Ruste-rnburg	Kge_ Mos_ Mad	More-tele	North West
Salaries\wages\commission	50,0	48,8	41,2	64,1	63,5	38,5	40,6	78,3	65,5	46,8	59,9
Income from a business	6,2	5,8	5,0	4,0	3,0	3,2	2,3	5,8	3,5	2,5	4,3
Remittances\including child maintenance	10,9	9,1	12,8	8,2	18,9	13,8	14,4	6,7	6,2	2,2	9,2
Pensions	2,2	1,9	2,8	6,8	1,3	29,8	13,8	3,7	7,1	9,9	6,8
Grants	29,5	30,8	36,7	16,4	8,1	14,0	25,9	4,1	12,9	37,7	17,1
Sales of farming products and services	0,0	0,9	0,0	0,0	0,4	0,0	0,6	0,0	0,1	0,0	0,2
Income from UIF	0,5	0,9	0,0	0,2	0,0	0,0	0,3	0,4	0,7	0,0	0,4
Other income sources	0,6	1,8	1,6	0,4	4,8	0,7	0,0	0,9	4,1	1,0	2,0

* Percentages calculated within local municipalities and North West.
Other income sources include: Rental income, interest, etc.

Figure 9.2 shows that the main source of income in North West households was from salaries/wages/commission (60%), followed by Social Grants (17%). Sales from farming (0,2%) were least likely to contribute towards household income. Dependence on social grants as the main source of income was most prevalent in Moretele LM (38%), Ratlou and Tswaing LMs (37%) and Ditsobotla and Ramotshere LMs (31%).

Figure 9.3: Monthly household expenditure by municipality



	Mahi-keng	Dit_ Ram	Rat_ Tsw	Maq_ COM	Ven_Tl o	Nal_Ta u	Lek_ Kag_ Mam	Ruster-nburg	Kge_ Mos_ Mad	More-tele	North West
0 - 799	23,3	41,7	35,7	28,1	20,8	36,1	45,1	18,7	34,8	9,4	29,1
800 - 1799	37,2	36,6	37,3	29,9	27,6	39,9	32,5	33,7	35,8	50,9	34,9
1800 - 4999	26,8	15,0	18,9	24,6	36,2	16,6	15,1	25,6	23,1	28,7	23,6
5000 - 9999	7,3	4,8	5,5	14,5	10,6	4,5	6,0	12,2	4,6	8,7	8,3
10000 or mor	5,4	1,9	2,6	2,9	4,8	2,9	1,3	9,8	1,7	2,3	4,1

Percentages calculated within local municipalities and North West.

The figure shows that approximately two-thirds of households in North West spent less than R1 800 per month. The only LMs where significant percentages of households spent more than that were Ventersdorp and Tlokwe LMs (51,6%), Maquassi Hills and City of Matlosana LMs (42%) and Rustenburg LM (47,6%).

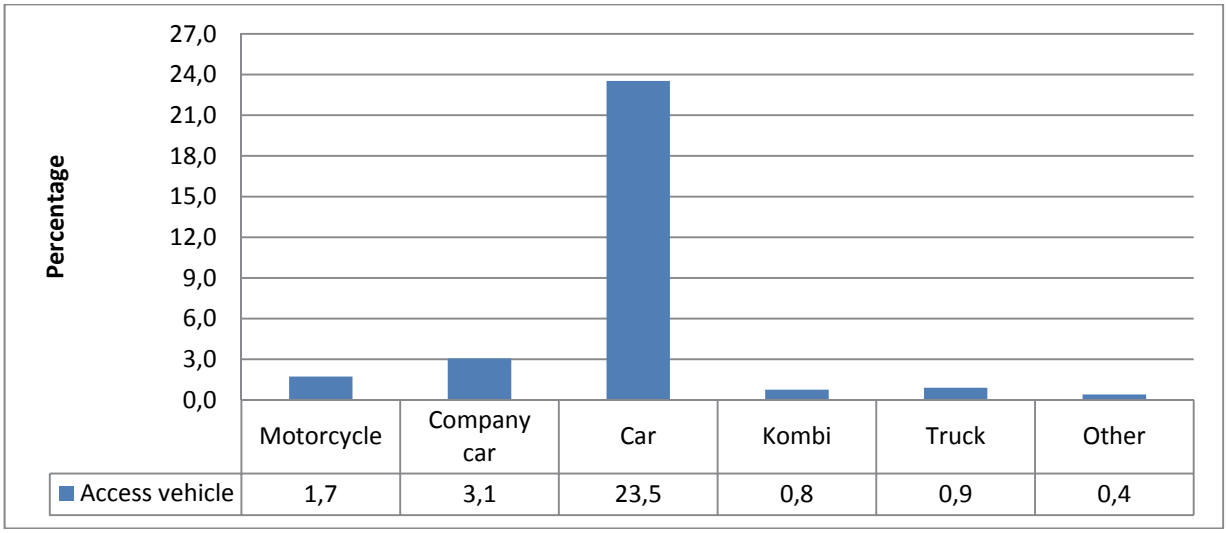
Table 9.3: Bicycles in working order owned by households by municipality

Municipality	Number of bicycles (per cent across LMs, within NW)				Number of households in province ('000)
	0		1 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	
Mahikeng	68	7,5	11	9,9	**79**
Dit_Ram	64	7,2	15	13,3	**79**
Rat_Tsw	42	4,7	7	6,0	**49**
Maq_COM	113	12,6	16	14,0	**129**
Ven_Tlo	55	6,1	17	14,7	**71**
Nal_Tau	56	6,2	6	5,0	**62**
Lek_Kag_Mam	49	5,4	5	4,0	**53**
Rustenburg	187	20,9	16	14,2	**204**
Kge_Mos_Mad	227	25,3	18	15,6	**245**
Moretele	37	4,2	4	3,3	**41**
North West	**898**	**100,0**	**114**	**100,0**	**1 013**

Percentages calculated across local municipalities, within North West.
Totals exclude unspecified number of bicycles.

According to Table 9.3, about 114 000 (11,3%) households interviewed in North West province owned at least one bicycle. Of all the households owning one or more than one bicycle in the province, the least were found in Moretele district (3,3%), while most were resident in Kgetlengrivier, Moses Kotane and Madibeng LMs (15,6%) and Rustenburg LM (14,2%). Insignificant percentages of households in all LMs reported owning more than three bicycles.

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



Percentage calculated within vehicles.

According to Figure 9.4, nearly a quarter of households in North West reported having access to a car (23,5%). A further 3,1% had access to a company car (3,1%).

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

Municipality	Type of vehicle available for use (per cent across municipality, within NW)						
	Motor-cycle	Company car/ bakkie/ station wagon/ 4x4	Household car/ bakkie/station wagon/ 4x4	Relative's/ friend's car/bakkie/ station wagon/ 4x4	Minibus/ Kombi	Truck	Other
Mahikeng	*	12,9	7,3	7,4	6,2	*	*
Dit_Ram	13,4	5,0	7,3	4,0	*	*	*
Rat_Tsw	1,5	5,5	3,0	9,1	8,2	*	18,4
Maq_COM	12,8	7,7	15,2	4,4	10,2	7,0	12,5
Ven_Tlo	11,5	3,2	12,2	4,8	16,8	11,9	*
Nal_Tau	10,9	3,1	4,0	1,2	*	16,0	18,4
Lek_Kag_Mam	6,5	12,1	4,3	2,4	3,5	*	5,6
Rustenburg	24,7	28,2	24,2	10,5	23,4	45,6	28,3
Kge_Mos_Mad	16,8	20,3	19,2	50,8	31,6	19,5	16,9
Moretele	1,8	1,9	3,3	5,3	*	*	*
North West	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicle available for use (per cent within municipality)						
Municipality	**Motor-cycle**	**Company car/ bakkie/ station wagon/ 4x4**	**Household car/ bakkie/ station wagon/ 4x4**	**Relative's/ friend's car/ bakkie/ station wagon/ 4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Mahikeng	*	5,1	22,0	3,5	0,6	*	*
Dit_Ram	3,0	2,0	22,1	1,9	*	*	*
Rat_Tsw	0,6	3,5	14,7	7,2	1,3	*	4,0
Maq_COM	1,7	1,8	28,2	1,3	0,6	0,5	0,3
Ven_Tlo	2,8	1,4	40,6	2,6	1,8	1,5	*
Nal_Tau	3,1	1,6	15,5	0,8	*	2,4	4,5
Lek_Kag_Mam	2,1	7,0	19,1	1,7	0,5	*	1,2
Rustenburg	2,1	4,3	28,4	2,0	0,9	2,1	0,5
Kge_Mos_Mad	1,2	2,6	18,7	7,9	1,0	0,7	0,3
Moretele	0,8	1,4	18,5	4,8	*	*	*
North West	**1,7**	**3,1**	**23,5**	**3,8**	**0,8**	**0,9**	**0,4**

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

Table 9.4 shows that households living in Rustenburg LM and Maquassi Hills and City of Matlosana LMs were the most likely to own a car/bakkie/station wagon/4x4 (approximately 28%). In the North West province, the proportion of households owning motorcycles (1,7%) was higher than that of households owning a minibus/kombi (0,8%) and/or a truck (0,9%).

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

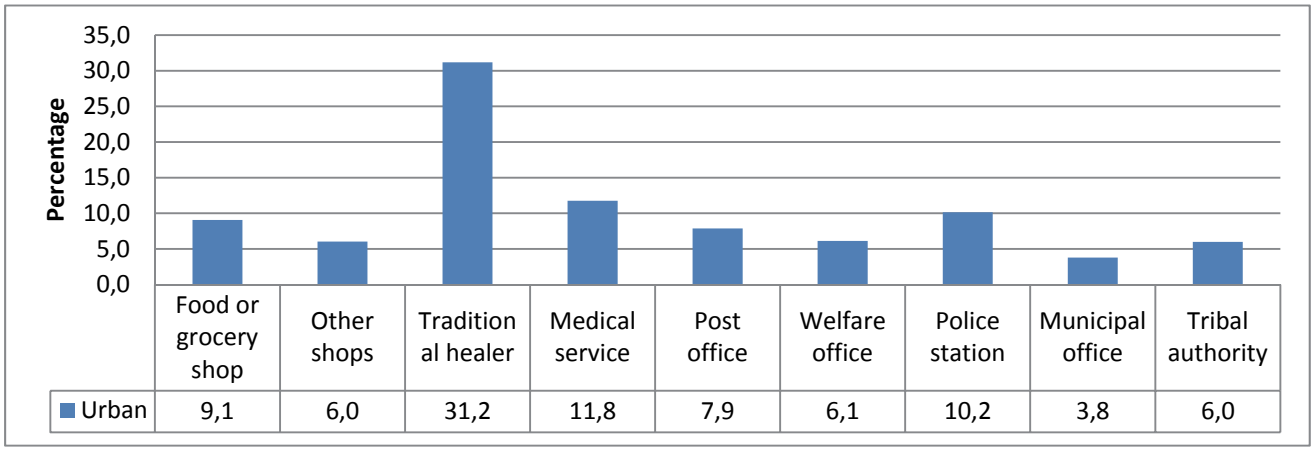
Table 9.5: Household travel time to services and facilities

Facility	Travel time (per cent of households within facility category)				
	1–15 min	16–30 min	31–60 min	>60 min	Total
Food or grocery shops	33,7	37,5	21,8	7,1	**100,0**
Other shops	62,0	23,3	11,2	3,4	**100,0**
Traditional healer	36,4	29,8	20,9	12,9	**100,0**
Church	55,2	30,5	12,0	2,3	**100,0**
Medical service	39,2	38,5	18,6	3,7	**100,0**
Post office	43,3	36,4	17,5	2,7	**100,0**
Welfare office	16,2	22,6	16,8	44,4	**100,0**
Police station	35,3	37,7	22,8	4,2	**100,0**
Municipal office	31,5	36,5	24,3	7,7	**100,0**
Tribal authority	42,4	34,9	18,4	4,3	**100,0**
Financial services/banks	29,0	38,5	25,9	6,6	**100,0**

Percentages calculated within facilities.
Totals exclude unspecified travel time.

Table 9.5 shows that more than two-thirds of households (around 68%) in North West province travelled for up to 30 minutes to different facilities. Households travelling to other shops (62,0%) and churches (55,2%) as their destination were most likely to need less than 15 minutes to reach it. The welfare offices takes the longest to reach: 44,4% of households using this service needed 60 minutes or more to get there. Approximately a third of households travelling to traditional healers needed 30 minutes or more for their journey.

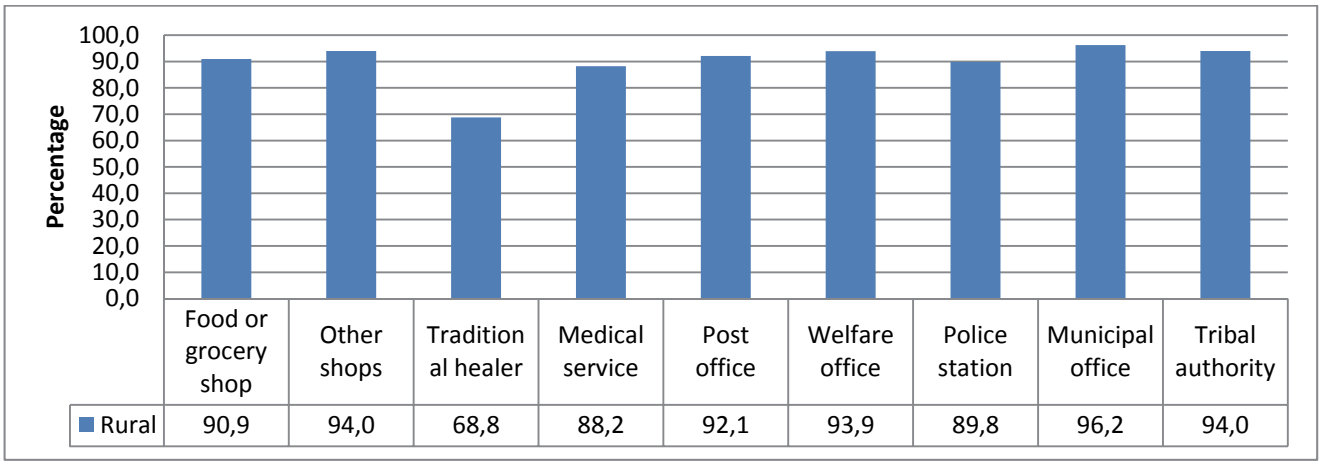
Figure 9.5: Percentage of urban households who travel more than 60 minutes to selected services



Percentage calculated across facilities.

The figure above shows that households in urban areas were more likely to travel for more than 60 minutes to traditional healers (31,2%), medical services (11,8%), and police stations (10,2%). They were least likely to travel for more than 60 minutes to municipal offices.

Figure 9.6: Percentage of rural households who travel more than 60 minutes to selected services



	Food or grocery shop	Other shops	Traditional healer	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority
Rural	90,9	94,0	68,8	88,2	92,1	93,9	89,8	96,2	94,0

Percentage calculated across facilities.

The figure above shows that most rural households, ranging from 90% to 96,2%, travelled more than 60 minutes to reach most of the facilities depicted in the graph. A lesser percentage of people travelling to traditional healers (68,8%) and medical services (88,2%) travelled for than 60 minutes to reach the facility.

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

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/ banks
Walk	15,3	50,5	7,1	56,0	41,4	30,4	12,8	26,5	16,4	20,2	10,8
Bus	2,6	1,1	0,2	0,3	1,4	1,4	2,6	3,4	3,1	1,0	2,8
Minibus taxi	57,4	26,5	4,1	13,8	31,1	26,8	35,1	38,0	42,3	10,9	56,5
Car/ bakkie/ minibus (private)	22,2	16,1	1,9	15,2	18,6	13,3	11,3	14,7	14,7	3,0	20,5
Do not need to get there	1,3	4,7	85,9	13,7	6,5	26,3	37,2	16,4	22,7	64,4	8,5
Other	1,1	1,1	0,8	0,9	1,0	1,9	0,9	1,0	0,7	0,6	0,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within facilities.
Totals exclude unspecified cases.
Other includes: metered taxi, train, truck lorry, bicycle ect.

Table 9.6 shows that a high proportion households in the province walked to other shops (50,5%) and to church (56%). Minibus taxis were most commonly used when travelling to food and grocery shops (57,4%), financial services/banks (56,5%) and municipal offices (42,3%). The modes of travel that were scarcely utilised for travelling to various facilities were : metered taxis, train, truck/lorry, tractor/trailer, motorcycle/scooter, bicycle and animal transport. All of these modes were combined into the category “other modes”.

9.4 Attitudes and perceptions about transport

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

Transport-related problems	Municipality (per cent of problems within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
General problems											
No transport problems	18,7	13,1	9,3	16,7	14,9	7,6	5,0	17,7	12,1	6,1	**13,5**
Poor condition of roads	18,1	17,4	26,7	13,6	22,5	18,4	34,0	17,7	23,2	14,3	**20,3**
Rude drivers	4,9	1,7	1,1	7,9	13,8	3,8	8,7	10,6	7,6	8,5	**7,5**
Overload	2,7	1,2	2,5	5,7	2,3	4,3	5,4	2,8	3,9	3,2	**3,5**
Congestion	1,0	*	*	0,5	5,2	*	0,2	2,3	0,9	0,5	**1,2**
Crime	*	0,2	*	2,0	2,2	0,8	3,2	7,1	2,6	0,3	**2,7**
Toll fees	*	0,4	*	0,5	*	0,4	*	0,1	0,3	*	**0,2**
Parking	*	0,3	*	*	0,8	0,2	0,3	0,8	0,5	*	**0,4**
Other	1,4	5,7	6,5	1,1	3,2	0,8	0,2	1,6	0,8	3,5	**2,0**
Taxi											
Taxis too expensive	7,0	15,4	6,0	14,2	5,9	5,8	15,2	5,8	11,9	10,5	**9,9**
Reckless driving by taxi drivers	5,8	0,9	1,9	7,4	14,0	1,3	3,7	10,8	5,9	5,0	**6,6**
No taxis at specific times, e.g. late at night	15,1	4,9	6,9	8,4	5,6	4,9	0,9	8,1	4,8	6,8	**6,7**
Taxis too far	3,8	4,6	8,7	5,3	2,5	6,6	7,3	5,1	3,5	7,3	**4,9**
No taxis available	4,2	8,7	0,8	2,0	6,8	3,8	2,7	0,9	1,6	2,7	**2,9**
Bus											
No buses available	0,5	17,1	14,0	14,1	0,4	25,9	8,7	4,1	3,1	2,9	**7,5**
No buses at specific times, e.g. late at night	12,0	4,4	11,6	0,2	*	14,1	2,3	2,0	12,5	11,2	**6,9**
Buses too far	2,9	1,2	2,5	0,1	*	0,9	0,3	1,0	0,9	2,8	1,1
Buses too expensive	.	2,2	0,2	0,2	*	0,4	0,5	0,1	0,7	9,0	0,8
Reckless driving by bus drivers	1,9	0,6	1,3	*	*	*	1,5	1,3	3,1	5,4	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**

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

Table 9.7 indicates that the most important transport related problems in the North West province are the poor condition of roads (20,3%), followed by taxis being too expensive (9,9%), rude drivers (7,5%) and unavailability of buses (7,5%). Other problems with significant percentages mentioned were reckless driving by taxi drivers (6,6%), no taxis and buses at specific times, e.g. late at night (6,7% and 6,9% respectively) and taxis being too far (4,9%).

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

Factors influencing household's choice of mode of travel	Municipality (per cent within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Travel time	34,7	38,8	50,4	48,2	61,3	49,5	34,8	39,6	39,1	56,3	**43,2**
Travel cost	12,2	23,0	8,4	19,9	9,1	13,6	38,9	12,9	27,5	16,7	**19,1**
Flexibility	4,4	3,8	10,6	7,6	4,3	15,4	0,3	5,7	10,4	0,7	**7,1**
Safety from accidents	21,0	13,1	17,3	6,7	1,2	4,7	12,4	8,8	7,2	3,7	**9,1**
Comfort	0,2	3,6	1,3	3,8	5,8	1,6	2,9	9,9	5,0	3,8	**4,9**
Reliability	2,0	13,8	6,1	4,8	6,8	2,1	1,5	8,4	3,5	12,0	**5,9**
Distance from home to transport	4,9	1,0	1,9	3,0	5,7	5,8	3,3	3,5	3,5	0,7	**3,4**
Security from crime	13,9	1,5	1,5	2,2	0,9	1,0	2,1	2,1	1,2	*	**2,5**
Drivers' attitude	6,0	0,4	0,6	3,2	1,4	2,4	2,5	2,7	1,5	2,9	**2,3**
Timetable not available/ information inaccurate	0,8	0,5	0,3	0,4	*	*	*	0,5	0,4	0,9	**0,4**
Other	*	0,5	1,6	0,1	3,4	3,8	1,3	5,9	0,8	2,2	**2,1**
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100,0**

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

Table 9.8 indicates that in North West, travel time was the main factor (43,2%) that influenced the household's choice of mode of travel. This is also the case in all of the LMs in the North West, except in the Lekwa Teemane, Kagisano and Mamusa LMs where travel cost was the largest (38,9%) determinant of the mode of travel. Timetables not being available are the least often mentioned factor that influenced the households' choice of mode of travel with an average of less than one per cent across all LMs.

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

Municipality	Factors prioritised	% of households within municipality
Mahikeng	Travel time	34,7
	Safety from accidents	21,0
	Security from crime	13,9
Dit_Ram	Travel time	38,8
	Travel cost	23,0
	Reliable	13,8
Rat_Tsw	Travel time	50,4
	Safety from accidents	17,3
	Flexibility	10,6
Maq_COM	Travel time	48,2
	Travel cost	19,9
	Flexibility	7,6
Ven_Tlo	Travel time	61,3
	Travel cost	9,1
	Reliable	6,8
Nal_Tau	Travel time	49,5
	Travel cost	13,6
	Flexibility	15,4
Lek_Kag_Mam	Travel time	34,8
	Travel cost	38,9
	Safety from accidents	12,4
Rustenburg	Travel time	39,6
	Travel cost	12,9
	Comfort	9,9
Kge_Mos_Mad	Travel time	39,1
	Travel cost	27,5
	Flexibility	10,4
Moretele	Travel time	56,3
	Travel cost	16,7
	Reliable	12,0
North West	**Travel time**	**43,2**
	Travel cost	**19,1**
	Safety from accidents	**9,1**
Urban	Travel time	42,7
	Travel cost	17,9
	Safety from accidents	9,3
Rural	Travel time	43,8
	Travel cost	20,3
	Safety from accidents	8,8

Table 9.9 indicates factors influencing households when choosing their mode of travel. Provincially, travel time was the main factor (43,2%), followed by travel cost (19,1%) and then safety from accidents (9,1%). With regard to municipalities, the Ventersdorp and Tlokwe LMs had the highest proportion of households concerned about travel time (61,3%), followed by Ratlou and Tswaing LMs (50,4%), and Naledi and Greater Taung LMs (49,5%). Safety from accidents, apart from being ranked the third most important consideration provincially (9,1%), is also the third highest when ranked according to geographic location in both urban and rural areas.

The LMs where these factors differed significantly from the provincial profile were Mahikeng LM and Ratlou and Tswaing LMs. In the former, travel time (34,7%), safety from accidents (21,0%) and security from crime (13,9%) were the most important, while households in Ratlou and Tswaing LMs were more concerned about travel time (50,4%), safety from accidents (17,3%) and flexibility (10,6%).

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

Mode of travel	Municipality (per cent within municipality)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Bus	15,2	11,2	13,6	0,8	0,7	5,8	0,6	11,8	25,6	38,6	**13,5**
Taxi	42,2	37,9	41,9	53,1	31,1	45,4	30,7	53,3	43,0	42,6	**44,3**
Car/bakkie/truck driver	8,5	9,3	4,6	12,8	19,3	7,3	7,9	14,3	7,1	3,1	**10,1**
Car/bakkie/truck passenger	9,1	9,7	10,6	10,5	15,7	15,1	19,3	8,5	6,7	4,2	**9,9**
Walk all the way	22,7	26,7	22,7	19,1	27,8	24,1	34,8	8,4	14,2	9,6	**18,4**
Other	2,4	5,2	6,6	3,8	5,3	2,4	6,7	3,8	3,4	1,8	**3,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within local municipalities and North West.
Totals exclude unspecified mode of travel.
Other includes: Bicycle, train, animal drawn transport, scooter/motorcycle, etc.

Table 9.10 above shows the main modes of travel usually used by households by municipality during the reference period. Taxis were the most preferred main mode of travel, with 44,3% of households using them, followed by 18,4% of households walking.

Across all the LMs , taxis proved to be the main mode of travel that households used. The only exception is the Lekwa Teemane, Kagisano and Mamusa LMs where a third of households reported walking all the way (34,8%). Besides using a taxi, most of the households walked all the way as an alternative main mode of travel, apart from Rustenburg LM, where 14,3% of households elected car/truck driver as the second most prevalent mode of travel, and Kgetlengrivier, Moses Kotane and Madibeng LMs (25,6%), and Moretele LM (38,6%), where the second most prevalent mode of travel was the bus.

9.5 Household use of public transport at a glance

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

Location	Mode of travel (per cent within municipality)	
	Taxis	Buses
District municipality		
Mahikeng	72,1	20,2
Dit_Ram	62,4	13,9
Rat_Tsw	77,4	29,3
Maq_COM	73,9	6,1
Ven_Tlo	52,2	5,4
Nal_Tau	75,6	7,0
Lek_Kag_Mam	64,4	8,3
Rustenburg	77,6	22,8
Kge_Mos_Mad	74,2	40,1
Moretele	65,3	33,4
North West	71,6	21,8
Geographic region		
Urban	69,6	12,3
Rural	73,6	31,5
Reasons for non-use of service by non-users		
Not available	13,0	31,1
Service related reasons	24,9	24,3
Prefer private transport	28,9	10,5
Can walk	10,2	5,5
Don't travel much	16,0	10,0
Other reasons	7,1	18,7

Totals exclude unspecified cases.
Other includes: Drivers are rude, too many accidents, etc.

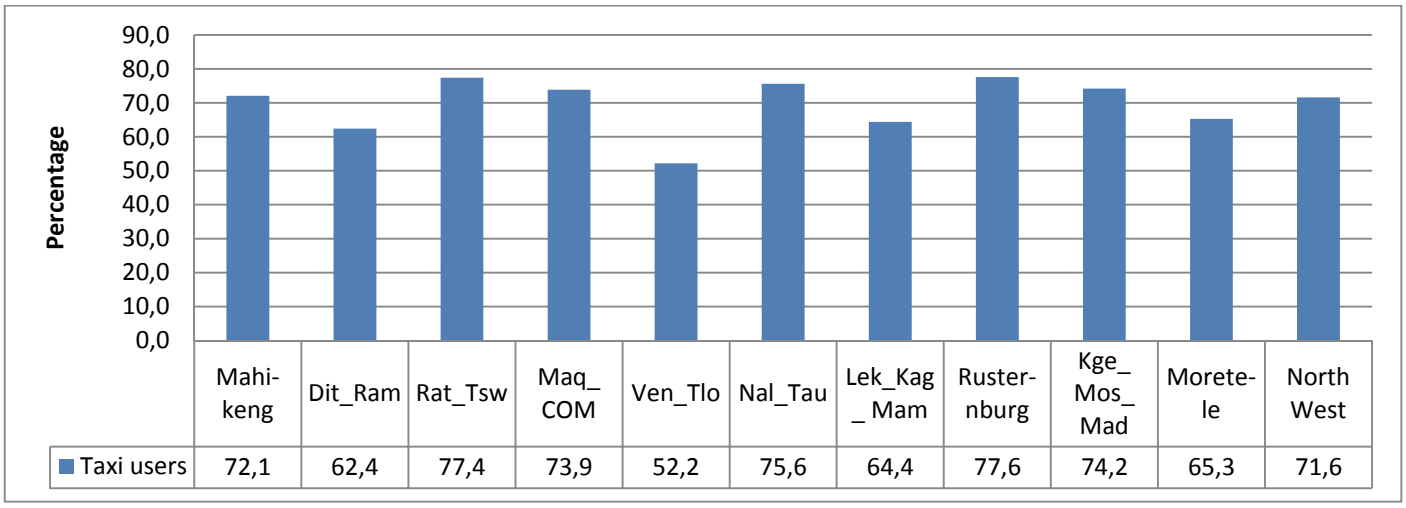
The table above shows the use of public transport by households in North West province. A large proportion of household were using taxis (71,6%) as public transport, followed by buses (21,8%). The very same patterns were observed within LMs: most households in all LMs indicated that they used taxis as their main public transport, followed by buses. Insignificant numbers used trains and it will therefore not be reported on.

The same pattern was observed for public transport per geographic area. Regardless of living in urban or rural areas, most households who used public transport still used taxis, followed by buses.

There were fewer variations in reasons of non-users for not having used public transport. For taxis, the most common reasons were that they 'preferred private transport' (28,9%) and 'service related reasons' (24,9%). For buses, the most common reasons were 'bus not available' (31,1%) and 'service related reasons' (24,3%).

9.6 Use of minibus taxis

Figure 9.7: Use of minibus taxis during the calendar month preceding the survey by municipality



Percentage calculated within local municipalities and North West.

The figure above shows that in North West, 71,6% of households reported that they used minibus taxis. The only LMs where less than the provincial proportion used taxis, were Ventersdorp and Tlokwe LMs (52,2%), Ditsobotla and Ramotshere LMs (62,4%), Lekwa Teemane, Kagisano and Mamosa LMs (64,4%) and Moretele LM (65,3%).

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

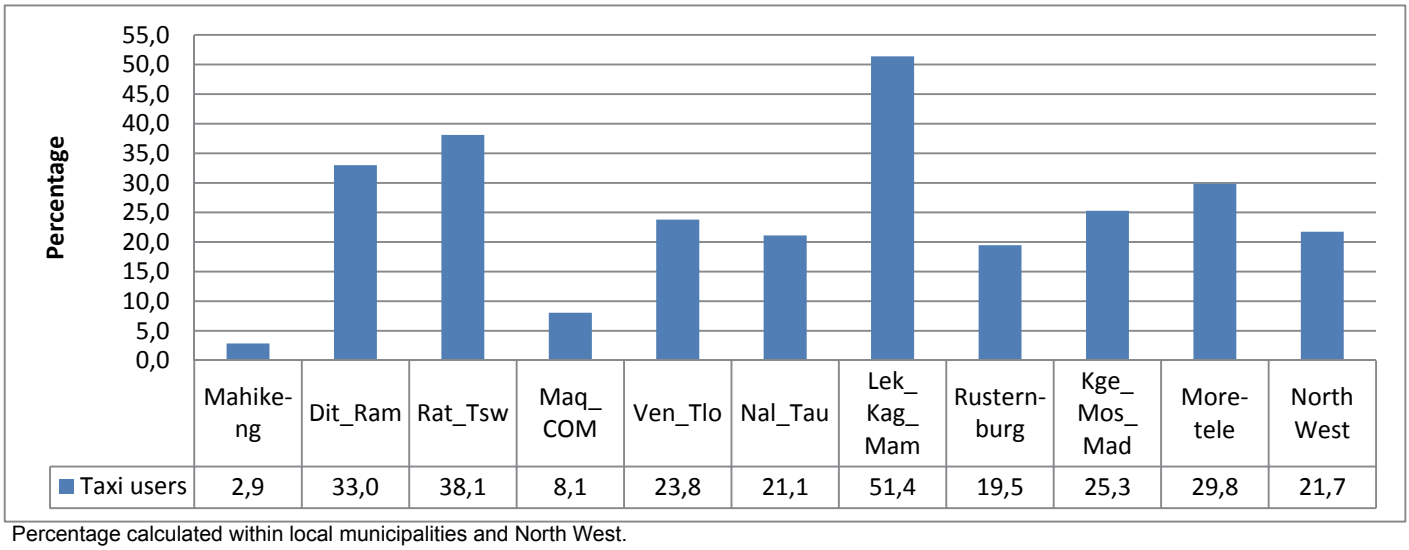
Municipality	Time category (per cent within municipality)				
	1–15 min	16–30 min	31–60 min	60 min and more	Total
Mahikeng	97,1	2,0	0,9	*	**100,0**
Dit_Ram	67,0	25,2	6,9	0,9	**100,0**
Rat_Tsw	61,9	22,7	13,5	1,8	**100,0**
Maq_COM	91,9	6,7	0,8	0,5	**100,0**
Ven_Tlo	76,2	17,8	2,6	3,4	**100,0**
Nal_Tau	78,9	15,4	5,3	0,4	**100,0**
Lek_Kag_Mam	48,6	23,3	27,0	1,1	**100,0**
Rustenburg	80,5	17,4	2,1	*	**100,0**
Kge_Mos_Mad	74,7	20,5	3,2	1,5	**100,0**
Moretele	70,2	25,5	4,3	*	**100,0**
North West	**78,3**	**16,6**	**4,3**	**0,9**	**100,0**
Geographic Location					
Urban	81,9	14,5	2,8	0,8	**100,0**
Rural	74,7	18,7	5,7	0,9	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified time taken to walk.

Table 9.12 shows the time taken by households to get to the nearest taxi rank/route during the calendar month preceding the survey. Most households in North West province (78,3%) indicated that they walked 1–15 minutes to get to the nearest taxi rank/route. Approximately 17% walked 16–30 minutes, and less than one per cent only (0,9%) walked more than 60 minutes.

In all LMs, most households indicated that they walked 1–15 minutes to get to the nearest taxi rank/route. The only two LMs where significant percentages of households walked for 30 minutes or more were Lekwa Teemane, Kagisano and Mamusa LMs (27,0%) and Ratlou and Tswaing LMs (13,5%). A similar pattern was also observed in geographical locations where most households indicated that they walked 1–15 minutes, followed by 16–30 minutes. A small percentage of households indicated that they walked for more than 60 minutes in both rural and urban areas.

Figure 9.8: Percentage of households who used taxis during the calendar month preceding the survey who walked for more than 15 minutes to reach their nearest taxi rank/route by municipality



	Mahike-ng	Dit_Ram	Rat_Tsw	Maq_ COM	Ven_Tlo	Nal_Tau	Lek_ Kag_ Mam	Rustern-burg	Kge_ Mos_ Mad	More-tele	North West
Taxi users	2,9	33,0	38,1	8,1	23,8	21,1	51,4	19,5	25,3	29,8	21,7

Percentage calculated within local municipalities and North West.

The figure above shows that in North West, 21,7% of households walked more than 15 minutes to reach the nearest rank/route. The LMs where more than 22% of households (i.e. a figure larger than the provincial average) had to walk for more than 15 minutes were Ditsobotla and Ramotshere LMs (33%), Ratlou and Tswaing LMs (38,1%), Ventersdorp and Tlokwe LMs (23,8%), Lekwa Teemane, Kagisano and Mamusa LMs (51,4%), Kgetlengrivier, Moses Kotane and Madibeng LMs (25,3%) and Moretele LM (29,8%).

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

Percentage of non-users	Municipality (per cent within municipality, all reasons combined)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Not available	12,2	25,0	11,7	13,3	12,5	42,5	39,9	17,9	17,6	16,8	**19,4**
Prefer train	*	*	*	*	0,9	*	*	*	*	*	**0,1**
Prefer bus	2,8	2,4	2,4	*	*	*	2,3	1,9	4,4	2,2	**2,1**
Prefer private transport	33,7	29,2	24,4	47,8	66,5	38,9	20,8	47,9	17,9	3,1	**35,1**
Can walk	10,3	7,5	5,3	5,6	*	7,5	16,1	0,2	5,2	0,7	**5,1**
Don't travel much	14,4	18,5	24,4	4,3	2,4	2,4	14,4	12,5	21,2	52,2	**15,1**
Reasons relating to service attributes	19,7	10,3	26,6	26,5	16,0	8,6	6,5	13,0	32,2	25,0	**19,8**
Other reasons	6,9	7,0	5,2	2,5	1,7	*	*	6,5	1,5	*	**3,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified cases.
Other reasons include taxis too expensive, too much crime, too many accidents, etc.

The table above indicates the reasons that led to households not using minibus taxis in the month preceding the survey, by municipality. In the province, the most common reason indicated by households to make them not to use a minibus taxi was preference of private transport (35,1%). The second most common reason related to service attributes (19,8%). The only LMs where preferring private transport was not the most common reason for not using minibus taxis were Naledi and Greater Taung LMs, and Lekwa Teemane, Kagisano and Mamusa LMs, where the unavailability of taxis was the biggest problem. In Moretele LM, more than half of the households indicated that they did not travel much.

Table 9.14: Dissatisfaction levels with minibus taxi services by municipality

Attributes of the minibus taxi services	Municipality (Per cent across LMs, within NW)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
The distance between the taxi rank/ route and your home	3,0	9,8	7,0	7,7	5,3	10,1	8,9	16,5	26,3	5,3	**100,0**
The travel time by taxi	6,9	7,2	6,3	7,8	5,6	12,4	9,3	15,7	23,2	5,5	**100,0**
Security on the walk to/from the taxi rank	7,2	4,9	5,1	9,3	6,5	3,3	6,7	23,4	29,2	4,4	**100,0**
Security at the taxi ranks	8,3	5,1	6,6	9,2	6,7	3,1	7,5	22,6	27,9	3,1	**100,0**
Security on the taxis	10,2	5,3	5,0	7,6	7,5	3,8	8,6	21,3	27,7	3,0	**100,0**
The level of crowding in the taxis	6,9	6,1	5,2	6,8	6,2	8,7	8,5	21,3	25,3	5,1	**100,0**
Safety from accidents	8,1	3,3	5,0	8,5	4,7	7,7	6,2	23,3	30,0	3,1	**100,0**
The frequency of taxis during peak period	10,0	6,9	7,2	7,9	9,2	10,4	6,0	23,6	16,3	2,6	**100,0**
The frequency of taxis during off-peak period	6,5	9,8	8,4	6,5	7,6	10,8	7,5	23,5	17,2	2,1	**100,0**
The waiting time for taxis	8,4	9,2	8,1	9,2	7,8	9,3	6,6	16,2	20,9	4,4	**100,0**
The taxi fares	5,5	9,3	5,7	10,5	5,6	5,9	5,8	18,2	28,8	4,6	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	7,8	5,8	6,9	6,9	7,7	3,9	5,9	25,3	26,7	3,2	**100,0**
Roadworthiness of taxis	8,4	4,2	4,0	8,4	5,8	7,9	5,9	21,6	29,5	4,2	**100,0**
Behaviour of the taxi drivers towards passengers	7,1	3,2	5,3	9,9	7,3	4,4	7,1	19,0	32,3	4,5	**100,0**
The taxi service overall	7,4	5,1	4,5	10,0	6,4	7,4	6,5	19,7	29,3	3,9	**100,0**

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

Attributes of the minibus taxi services	Municipality (Per cent within LMs)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
The distance between the taxi rank/ route and your home	10,8	43,7	38,9	16,9	30,0	45,5	54,2	22,2	30,3	40,7	**29,0**
The travel time by taxi	22,1	27,0	30,8	15,0	27,7	49,2	49,3	18,4	23,3	36,8	**25,3**
Security on the walk to/from the taxi rank	31,2	25,8	33,3	24,5	44,3	51,0	57,9	37,2	39,5	39,9	**36,2**
Security at the taxi ranks	38,2	28,7	46,7	26,2	48,7	53,4	68,9	37,9	40,0	30,8	**38,7**
Security on the taxis	39,2	24,9	29,5	17,7	43,7	53,4	66,4	29,5	33,4	23,8	**32,0**
The level of crowding in the taxis	26,3	27,1	29,7	15,4	35,0	41,9	53,7	29,6	30,1	40,3	**30,0**
Safety from accidents	42,5	20,0	39,7	26,4	37,6	50,1	53,4	44,4	49,1	34,1	**41,2**
The frequency of taxis during peak period	37,0	29,7	40,5	17,7	51,9	47,5	36,4	31,5	18,7	19,7	**29,1**
The frequency of taxis during off-peak period	31,7	54,9	61,6	18,8	56,3	64,3	60,1	41,7	25,9	21,2	**38,1**
The waiting time for taxis	41,6	53,0	60,4	27,2	58,5	56,2	54,4	29,4	32,3	44,6	**39,0**
The taxi fares	33,4	65,6	52,3	37,9	52,0	44,0	58,1	39,7	54,7	58,1	**47,6**
The facilities at the taxi ranks, e.g. toilets, offices	54,7	71,6	76,0	29,3	81,8	33,3	67,5	63,9	58,3	49,4	**56,6**
Roadworthiness of taxis	42,0	24,5	30,6	25,1	44,9	48,5	49,1	39,4	46,3	43,1	**39,5**
Behaviour of the taxi drivers towards passengers	36,4	16,7	35,8	30,2	50,8	27,2	61,8	36,8	46,6	44,2	**38,6**
The taxi service overall	33,5	26,5	30,6	26,8	44,0	41,1	48,6	32,4	41,3	36,5	**35,5**

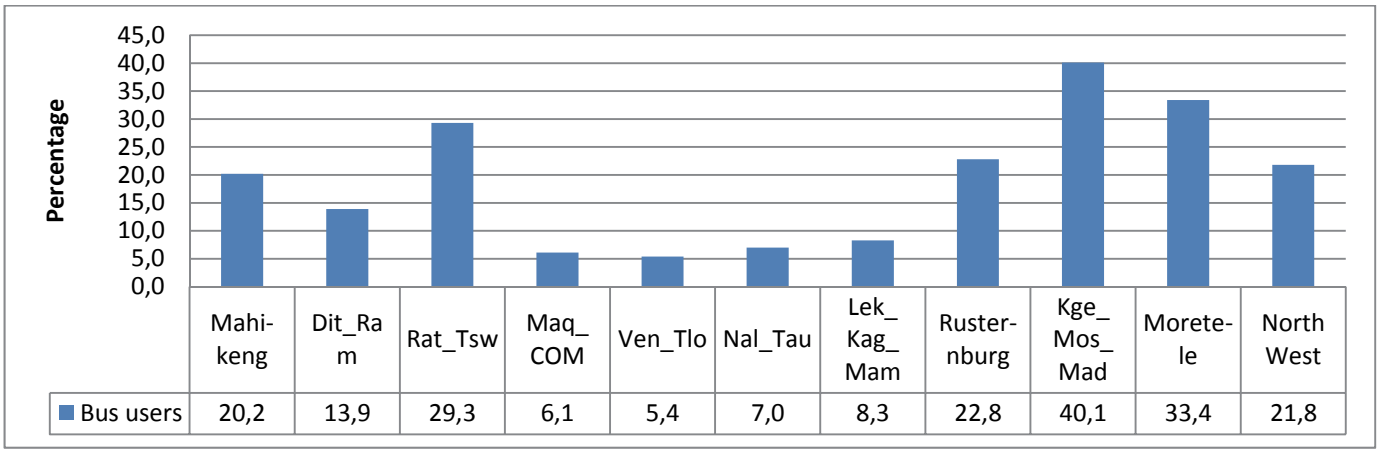
Percentages calculated across local municipalities, within North West.
Totals exclude unspecified cases.

Table 9.14 shows the dissatisfaction levels of minibus taxi users with the service in the province. Most households who indicated their dissatisfaction with the distance between taxi rank/route and their homes were the ones living in Kgetlengrivier, Moses Kotane and Madibeng LMs (26,3%), Rustenburg LM (16,5%), and Ditsobotla and Ramotshere LMs (9,8%). Dissatisfaction with other facilities in the taxi rank were indicated by households living in Kgetlengrivier, Moses Kotane and Madibeng LMs (26,7%), Rustenburg LM (25,3%), and Mahikeng LM (7,8%).

Within the province, facilities at the taxi rank (56,6%) were considered the most dissatisfying attributes, followed by taxi fares (47,6%), and safety from accidents (41,2%). Travel time by taxi (25,3%) was the attribute that met with the least dissatisfaction. Households were the most dissatisfied with facilities at the taxi rank in Mahikeng LM (54,7%), Kgetlengrivier, Moses Kotane and Madibeng LMs (58,3%), Rustenburg LM (63,9%), Ditsobotla and Ramotshere LMs (71,6%), Ratlou and Tswaing LMs (76%), and Ventersdorp and Tlokwe LMs (81,8%).

9.7 Use of buses

Figure 9.9: Percentage of households who used buses during the calendar month preceding the survey by municipality



	Mahi-keng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Ruster-nburg	Kge_Mos_Mad	Morete-le	North West
Bus users	20,2	13,9	29,3	6,1	5,4	7,0	8,3	22,8	40,1	33,4	21,8

Percentage calculated within local municipalities and North West.

The figure above shows the use of bus transport by households in North West local municipalities. Most households who indicated they had used buses in the month preceding the survey, were from Kgetlengrivier, Moses Kotane and Madibeng LMs (40,1%), followed by Moretele LM (33,4%), and Ratlou and Tswaing LMs (29,3%), while the lowest percentage was recorded for Ventersdorp and Tlokwe LMs (5,4%).

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

Municipality	Time category (per cent within municipality)			
	1–15 min	16–30 min	>30 min	Total
Mahikeng	90,0	2,9	7,1	**100,0**
Dit_Ram	85,5	11,6	2,9	**100,0**
Rat_Tsw	65,8	20,0	14,2	**100,0**
Maq_COM	100,0	*	*	**100,0**
Ven_Tlo	*	*	*	*
Nal_Tau	80,4	19,6	*	**100,0**
Lek_Kag_Mam	42,1	40,2	17,7	**100,0**
Rustenburg	85,7	11,7	2,6	**100,0**
Kge_Mos_Mad	83,0	15,8	1,2	**100,0**
Moretele	77,6	15,9	6,5	**100,0**
North West	**82,2**	**14,3**	**3,5**	**100,0**
Geographic location				
Urban	91,5	4,8	3,6	**100,0**
Rural	80,2	16,4	3,3	**100,0**

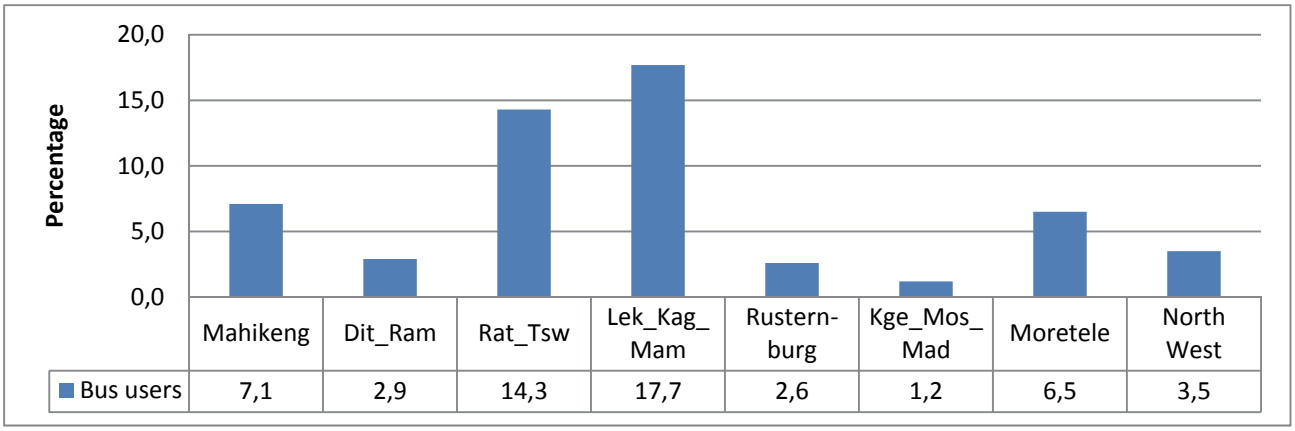
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified time taken walking.

Table 9.15 shows the time taken by households to get to the nearest bus stop/station during the calendar month preceding the survey. More than 82% households indicated that they walked 1–15 minutes to get to the nearest bus rank/route, followed by 14,3% who walked 16–30 minutes. Only 3,5% of households walked for more than 30 minutes.

In all LMs, a greater portion of households indicated that they walked 1–15 minutes to get to the nearest taxi rank/route, followed by those who walked 16–30 minutes. Unlike the observed provincial pattern, significant percentages of households in Lekwa Teemane, Kagisano and Mamusa LMs (17,7%) and Ratlou and Tswaing LMs (14,2%) walked for more than 30 minutes.

For geographical location, the same pattern was observed where most households (urban and rural) indicated that they walked 1–15 minutes to the nearest bus stop.

Figure 9.10: Percentage of households who used buses during the calendar month preceding the survey who walked for more than 30 minutes to the nearest bus station by municipality



	Mahikeng	Dit_Ram	Rat_Tsw	Lek_Kag_ Mam	Rustern- burg	Kge_Mos_ Mad	Moretele	North West
Bus users	7,1	2,9	14,3	17,7	2,6	1,2	6,5	3,5

Percentage calculated within local municipalities and North West.

The figure above shows the rate of bus users who used bus transport in the month preceding the survey and who have walked more than 30 minutes to get to the nearest bus station. Most households who indicated this were from Lekwa Teemane, Kagisano and Mamusa LMs (17,7%), followed by Ratlou and Tswaing LMs (14,3%). The least number of households were recorded in Kgetlengrivier, Moses Kotane and Madibeng LMs (1,2%).

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

Reasons	Municipality (per cent within municipality, all reasons combined)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
Not available	5,3	37,5	31,4	72,6	50,9	34,6	30,0	42,3	6,3	0,8	**31,1**
Prefer taxi	23,3	13,5	24,7	7,7	13,0	20,6	9,9	14,4	24,8	17,3	**17,4**
Prefer train	*	0,2	*	*	*	0,5	0,2	0,3	1,1	*	**0,4**
Prefer private transport	11,9	9,7	8,8	8,4	18,3	7,7	8,9	15,2	8,2	1,0	**10,5**
Can walk	7,7	8,7	9,3	*	1,1	7,6	11,7	1,8	7,5	1,1	**5,5**
Don't travel much	7,7	15,4	7,1	6,0	8,3	2,8	9,0	6,9	15,0	24,2	**10,0**
Reasons relating to service attributes	42,5	14,0	14,9	5,4	8,4	25,9	30,3	16,8	36,4	55,6	**24,3**
Other	1,6	0,9	3,8	*	*	0,3	*	2,3	0,7	*	**1,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within local municipalities and North West.
Totals exclude unspecified resons for not using buses.
Other includes buses too expensive, buses too crowded, buses are always late, ect.

The table above depicts the underlying reasons for households in North West not using buses in the calendar month preceding the survey. Most households indicated that the reason as being that buses are not available (31,1%), followed by reasons relating to the service attributes of buses (24,3%).

The unavailability of buses was given as the most important reason for not using buses by the biggest proportion of households in most LMs. It was the most prevalent problem in Ditsobotla and Ramotshere LMs (37,5%), Ratlou and Tswaing LMs (31,4%), Maquassi Hills and City of Matlosana LMs (72,6%), Ventersdorp and Tlokwe LMs (50,9%), Naledi and Greater Taung LMs (34,6%), and Rustenburg LM (42,3%). On the other hand, households in Mahikeng (42,5%), Lekwa Teemane, Kagisano and Mamusa LMs (30,3%), Kgetlengrivier, Moses Kotane and Madibeng LMs (36,4%), and Moretele LM (55,6) indicated that reasons relating to service attributes were the major reason why they did not use buses.

Table 9.17: Dissatisfaction with bus services by municipality

Attributes of the bus service	Municipality (per cent across municipality, within NW)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
The distance between the bus stop and your home	4,7	8,0	8,3	4,6	3,3	3,1	3,0	19,1	38,0	8,0	**100,0**
The travel time by bus	8,7	6,2	11,2	1,7	1,7	2,2	3,0	12,1	45,3	7,8	**100,0**
Security on the walk to/from the bus stop	7,2	1,8	7,1	3,1	2,5	*	2,1	16,2	51,5	8,5	**100,0**
Security at the bus stops	7,7	2,4	5,8	2,9	1,9	*	2,9	11,1	56,2	9,2	**100,0**
Security on the buses	7,4	2,4	5,8	2,8	1,4	*	2,3	11,3	58,7	7,9	**100,0**
The level of crowding in the bus	5,6	4,6	7,3	1,5	0,1	1,4	1,2	18,9	54,9	4,6	**100,0**
Safety from accidents	11,0	2,4	4,4	1,7	0,2	1,5	2,1	21,1	45,7	9,9	**100,0**
The frequency of buses during peak period	11,1	8,2	9,0	2,5	1,4	4,3	3,8	19,1	33,4	7,2	**100,0**
The frequency of buses during off-peak period	9,3	8,2	11,9	2,4	1,8	3,7	3,4	18,7	33,5	7,1	**100,0**
The punctuality of buses	7,9	6,3	10,8	2,2	1,4	*	2,2	15,3	42,5	11,5	**100,0**
The bus fares	6,8	3,5	6,7	4,3	2,2	2,1	3,3	13,7	43,8	13,6	**100,0**
The facilities at the bus stop, e.g. toilets, offices	10,2	3,9	6,4	2,1	0,7	2,4	2,1	15,2	49,8	7,2	**100,0**
Behaviour of the bus drivers towards passengers	7,1	3,3	2,5	0,9	0,1	*	1,1	12,8	60,1	12,1	**100,0**
The bus service overall	5,2	3,3	5,5	1,6	1,5	0,1	1,5	13,4	56,9	11,0	**100,0**
Availability of information	6,4	6,9	6,6	1,4	0,1	*	1,1	15,4	51,7	10,4	**100,0**

Table 9.17: Dissatisfaction with bus services by municipality (concluded)

Attributes of the bus service	Municipality (per cent within LMs)										
	Mahikeng	Dit_Ram	Rat_Tsw	Maq_COM	Ven_Tlo	Nal_Tau	Lek_Kag_Mam	Rustenburg	Kge_Mos_Mad	Moretele	North West
The distance between the bus stop and your home	16,5	43,2	33,8	37,7	54,9	44,5	40,4	24,3	21,6	29,6	**26,0**
The travel time by bus	38,1	39,8	56,2	17,7	35,2	40,0	48,5	18,5	31,8	36,4	**31,9**
Security on the walk to/from the bus stop	35,4	15,7	39,7	36,5	57,7	*	52,1	29,4	41,0	45,0	**37,3**
Security at the bus stops	37,1	18,7	29,5	33,7	43,1	*	67,3	19,8	43,3	48,0	**36,1**
Security on the buses	32,8	17,5	29,5	29,4	29,4	*	49,1	18,2	42,3	36,9	**33,4**
The level of crowding in the bus	38,5	46,9	55,2	25,1	2,8	39,2	30,7	46,3	61,2	34,1	**50,6**
Safety from accidents	42,3	13,8	19,6	15,5	2,8	23,5	29,4	29,4	28,7	41,0	**28,4**
The frequency of buses during peak period	50,1	54,7	47,5	27,6	34,9	78,6	63,7	31,9	24,0	34,8	**33,4**
The frequency of buses during off-peak period	48,2	63,1	72,3	29,8	51,2	78,6	66,1	35,3	27,7	39,6	**38,4**
The punctuality of buses	35,5	39,8	53,5	22,7	29,4	*	35,5	24,2	29,7	55,4	**32,1**
The bus fares	20,8	15,8	23,6	29,8	51,9	27,9	40,3	15,2	22,1	45,1	**22,9**
The facilities at the bus stop, e.g. toilets, offices	71,3	73,0	54,2	36,3	25,0	79,1	57,9	38,6	57,0	54,0	**53,6**
Behaviour of the bus drivers towards passengers	29,5	21,2	11,9	9,3	2,8	*	17,6	18,8	40,5	55,0	**30,6**
The bus service overall	25,3	22,8	26,8	17,7	31,4	2,6	43,7	28,7	40,0	55,4	**34,7**
Availability of information	31,1	47,4	34,7	16,5	2,8	*	20,3	26,6	40,5	55,0	**35,5**

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

Table 9.17 shows the reasons why bus users are dissatisfied with the service in the province. Most of the households in the province who were dissatisfied with the overall bus service were from Kgetlengrivier, Moses Kotane and Madibeng LMs (60,1%), Rustenburg LM (12,8%), and Ditsobotla and Ramotshere LMs (12,1%). Dissatisfaction with the level of crowding in the bus was mentioned most frequently in Kgetlengrivier, Moses Kotane and Madibeng LMs (58,7%), Rustenburg LM (11,3%), and Mahikeng LM (7,8%).

Within the province, the most important reasons for dissatisfaction were facilities at the bus stop (53,6%), followed by the level of crowding in the buses (50,6%), and the frequency of buses during off-peak periods (38,4%). Bus fares (22,9%) were the least dissatisfying attribute in the province.

More than seven out of ten households in Mahikeng LM (71,3%), Ditsobotla and Ramotshere LMs (73%), and Naledi and Taung LMs (79,1%) were dissatisfied with facilities at bus stops.

More than 70% of households in Ratlou and Tswaing LMs (72,3%) and Naledi and Taung LMs (78,6%) indicated that they were dissatisfied with the frequency of buses during off-peak periods, while in Ditsobotla and Ramotshere LMs (63,1%) and Lekwa Teemane, Kagisano and Mamusa LMs (66,1%), more than 60% of households were dissatisfied with the frequency. In Lekwa Teemane, Kagisano and Mamusa LMs, approximately two-thirds (67,3%) of households were dissatisfied with security at bus stops. Approximately six out of ten households in Kgetlengrivier, Moses Kotane and Madibeng LMs (61,2%) were dissatisfied with the level of crowding at the bus stops.

10. Technical notes

10.1 The questionnaire

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

Table 10.1: Contents of the questionnaire

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

10.2 Transport Analysis Zones

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

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

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

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

10.3 Sampling and weighting

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

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

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

Table 10.2: Sample distribution across provinces

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

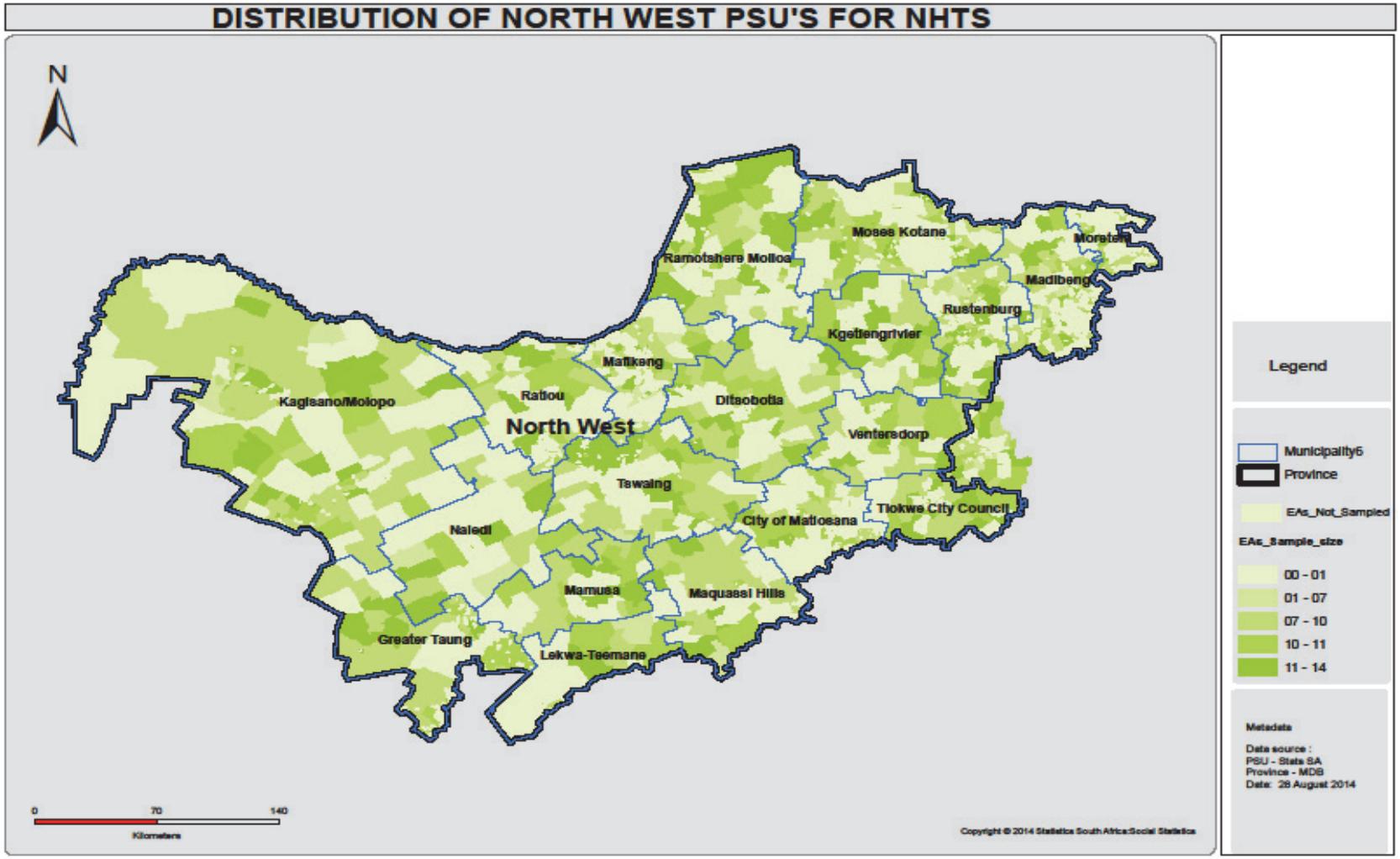
Table 10.3: Sample distribution across municipalities

Municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Mahikeng	22	10	210
Dit_Ram	30	10	286
Rat_Tsw	23	9	213
Maq_COM	60	10	579
Ven_Tlo	26	9	243
Nal_Tau	26	10	265
Lek_Kag_Mam	32	9	290
Rustenburg	63	9	537
Kge_Mos_Mad	90	9	843
Moretele	16	10	162
North West	**388**	**9**	**3 628**

10.4 Data collection

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

Map 10.1: PSU sample distribution



Map 10.2: Taz zones in North West

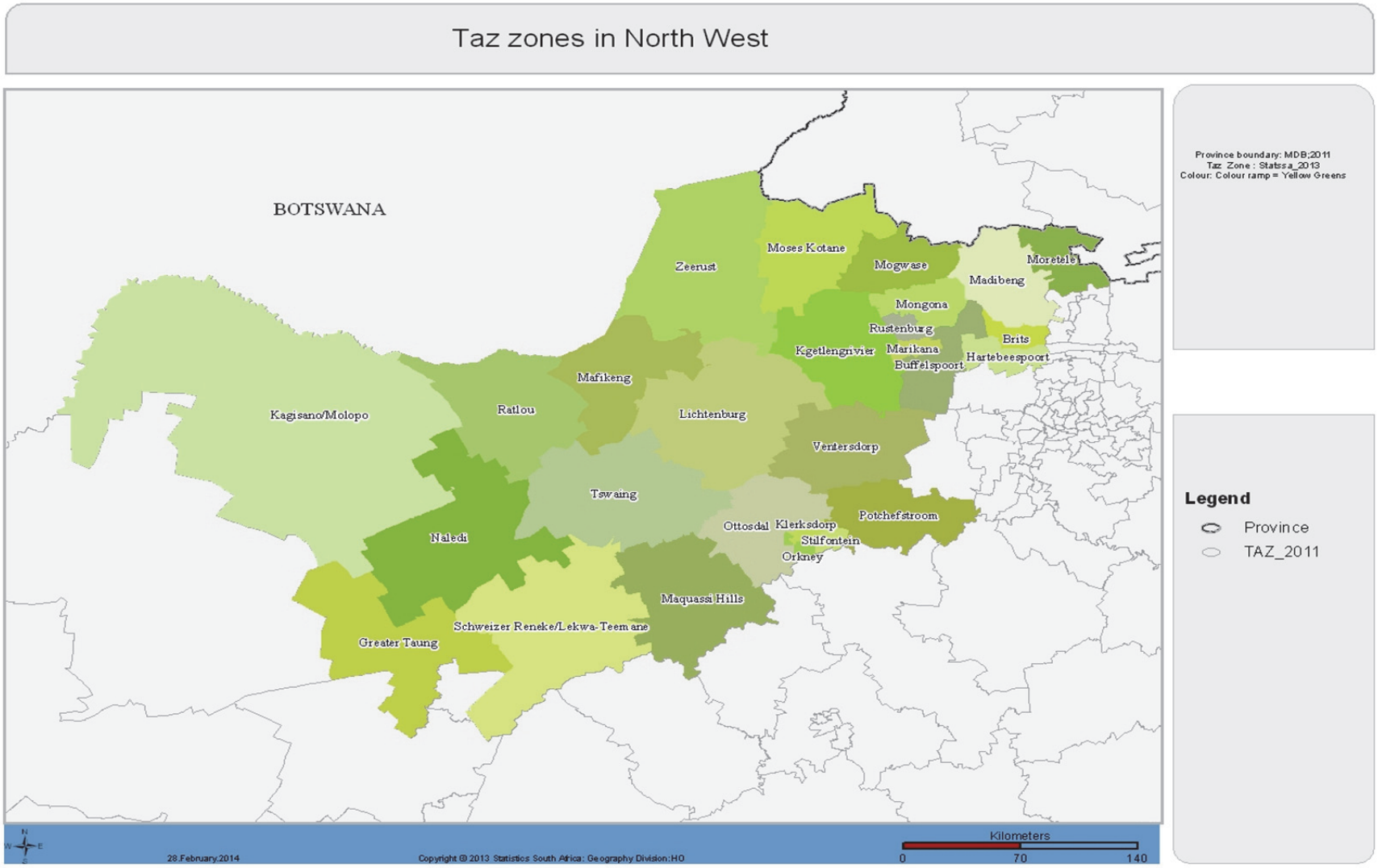
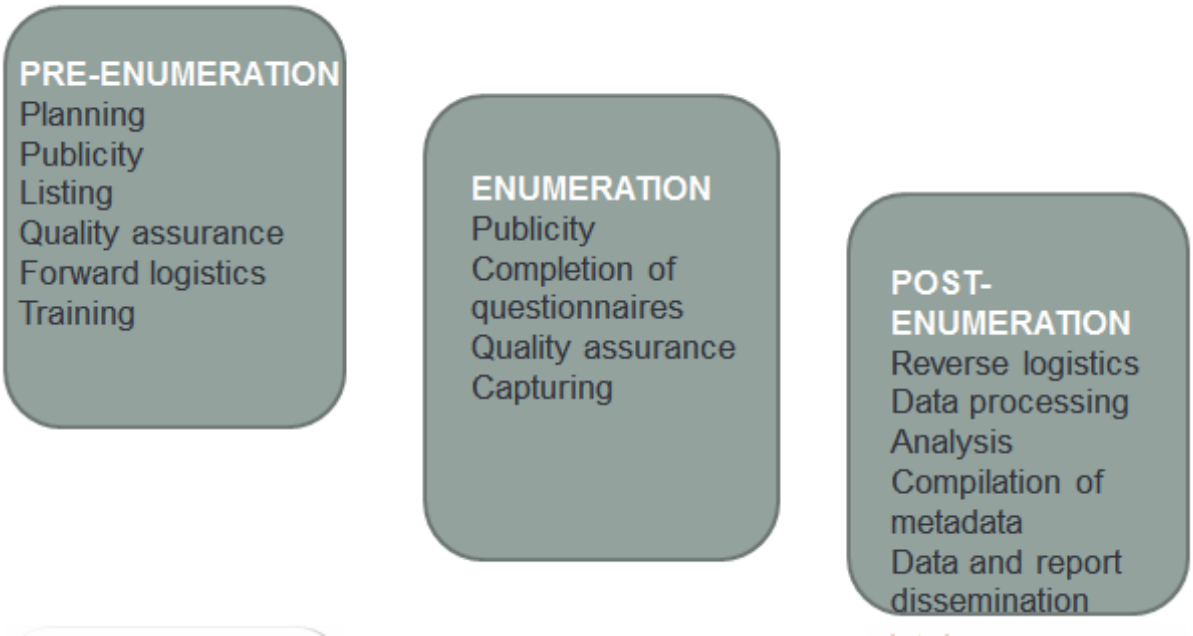


Figure 10.1: Phases of data collection



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

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

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

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

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

Data collection took place from 18 February to 20 March 2013. The data collection structure consisted of four levels as summarised in Table 10.3 below.

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

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

Table 10.5: Contract fieldwork force

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

10.5 Response rates

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

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

Result code	Label	Response code	Frequency	Per cent
11	Completed	1		
12	Partly completed	1		
21	Non-contact	2		
22	Refused	2		
31	Unoccupied	3		
32	Vacant	3		
33	Demolished	3		
34	New dwelling under construction	3		
Missing or invalid	Missing or invalid codes	3		

Table 10.5 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same period.

Table 10.7: National and provincial level response rates

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

10.6 Limitations of the study

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

10.7 Comparability with previous surveys

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

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

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

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

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

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

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

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

b) Provincial boundaries were not the same in 2003 and 2013. In most cases, except perhaps for the Western Cape, provinces have seen population shifts (both additions and subtractions) taking place due to provincial boundary changes. It is difficult to predict how these changes may have

influenced reported number and percentage estimates at provincial level if it was possible to re-benchmark the 2003 data using the new provincial boundaries.

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

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

Glossary

Concept	Definition
Bakkie	A light delivery vehicle (LDV), which is a truck of one ton or less.
Bakkie taxi	In some parts of South Africa, bakkies are used for the conveyance of passengers for reward. Bakkie taxis are fairly common in rural areas where they are used to transport passengers to the main modes of travel or to transport children to school. Bakkies often have canopies when used to transport passengers.
BRT bus	Bus Rapid Transit system bus.
Bus	A road-based public transport vehicle which can carry more than about 18 passengers.
Business trip	A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. Business trip can be a day or overnight trip or both.
Car	A passenger motor vehicle owned by a private individual for his/her own convenience.
Census geography	This term refers to the spatial divisions into which the country is demarcated for the purpose of NHTS enumeration as well as to facilitate data processing and analysis, and the reporting of results. The geography is essentially a hierarchical system of areas that vary according to the level of required information. The lowest level of the hierarchy is the enumeration area (EA). These are aggregated upwards into spatial units of varying sizes. The hierarchy is built as follows (from bottom to top, provinces being the top layer): Provinces *District councils* *-Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekwini)* *-Category C (spanning several local councils)* *Local Councils* *-Category B* *-District Management Areas (DMAs)* *Place names* *-Cities, towns, suburbs, townships* *-Administrative areas, tribal authorities, wards, villages* *Enumeration areas*
Commuter	According to the Concise Oxford Dictionary, a commuter 'travels daily, especially by train or car to or from work in the city'. This definition does not clarify the position of those who walk to work. Furthermore, in South Africa, common usage associates the word commuter with those who travel to work by public transport. For the purpose of the NHTS, a 'commuter' is defined as any person who regularly travels to and from work whether on foot or by motorised transport.
Day trip	A trip taken in the past twelve months, other than for educational, work and business purposes. Also consider a 2km or more away from usual home.
Destination	The end point of a trip.
Domestic workers	A domestic worker is a person employed **by a private household** to do work such as cleaning, gardening and general household chores, irrespective of whether he/she is paid in cash or in kind. Note that domestic workers may be remunerated in **cash** (as a wage) or **in kind** (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction '**By a private household**'; this is important, since domestic type work (e.g. cleaning, gardening, etc.) that is undertaken by persons for a **private business** or government, is NOT domestic work.
Dwelling under construction	A dwelling that has not been built completely as yet.
Dwelling unit	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, small holdings, and vacant land.
Facility	For the purpose of the NHTS, a facility is associated with a function, activity or service to which passengers are attracted. Facilities include food and other shops, traditional healers and tribal authorities, municipal, welfare and post offices, police stations and medical services.
Farms	Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large. Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing.
Gautrain	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng province, South Africa, which links Johannesburg, Pretoria, Ekurhuleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstances, individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single person's accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots is usually situated on a common site (see 'Special dwellings' for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons, who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The household head is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), etc., • Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or • Makes the most decisions in the household. If two or more persons have equal claim to be the household head, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the household head. You must ask the respondent who the head of the household is, and record it as that given to you. If the household head is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting household head (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defence force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16 000 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 would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the eight metropolitan local municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection and all households located there must be interviewed. **Note**: A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from usual home. The trip has to be 2 km or further from usual home.
Private transport	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus, private transport included car drivers, car passengers and company vehicle.
Public transport	All transport services for which passengers made payment, including trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes. It includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondent	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for the interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case, the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special-care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old-age homes — applies only to the aged Retirement villages — applies only to those in frail care Boarding schools — applies only to the students

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

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