National Household Travel Survey
Mpumalanga profile

Statistics South Africa

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REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
Mpumalanga Profile
June 2014

Statistics South Africa

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Abbreviations and acronyms

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
DM	District Municipality
DoT	Department of Transport
DU	Dwelling unit
EA	Enumeration area
FET	Further Education and Training college
FW	Fieldworker
FWC	Fieldwork Coordinator
FWS	Fieldwork Supervisor
KPI	Key Performance Indicators
MDB	Municipal Demarcation Board
MTSF	Medium Term Strategic Framework
NDoT	National Department of Transport
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

Alb_Msu	Albert Luthuli, Msukaligwa LMs
Mkhondo	Mkhondo LM
Pix_Lek_Dip	Pixley Ka Seme, Lekwa, Dipaleseng LMs
Govan Mbeki	Govan Mbeki LM
Vic_Ste_Emal_Emak	Victor Khanye, Steve Tshwete, Emalahleni, Emakhazeni LMs
The_Dr J	Thembisile, Dr JS Moroka LMs
Tha_Bus	Thaba Chweu, Bushbuckridge LMs
Mbombela	Mbombela LM
Nko_Umj	Nkomazi, Umjindi LMs

Foreword

Transport and the need for transport has become an integral part of the daily lives of South Africans. The m

ovement 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 business. South Africa is increasingly becoming urbanised, and metropolitan agglomerations attract more and more people annually, as the successive censuses of South Africa's population indeed can attest. The consequence of the increased population yields changes in the structure and especially size of demands on urban management systems, urban infrastructure and transport services.

The last National Household Travel Survey in South Africa (NHTS),was conducted in 2003 as a joint effort by Statistics South Africa (Stats SA) and the Department of Transport (DoT). The information from this survey was used extensively for transport policy and strategy formulation as well as planning at all spheres of government. Stats SA also assisted the DoT to conduct the second NHTS. Data collection in this regard took place between February and March 2013, and a total of 51 341households 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
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 speared 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. About 3,4 million persons undertook trips in the province. The highest percentage of persons who undertook trips were in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (20,1%), followed by Thaba Chweu and Bushbuckridge LMs (16,7%); Mkhondo LM (4,2%) had the least percentage of persons who undertook trips. Residents of urban areas travelled more than those in rural areas. More than eight in ten individuals in urban areas (85,6%) and rural areas (81,8%) travelled during the seven-day reference period.

Travel patterns differ according to age and sex. The report depicts that males were more likely to travel than females from Monday to Saturday. However, on Sundays a greater proportion of females than males travelled. As might be expected, children of school-going age, 5–6 years and 7–14 years, travelled more during the week, followed by the 15–19-year-old age group. The 0–2-year-old age group and those 55 years and older were the least likely to travel during the week.

In Mpumalanga, having no need to travel (40,6%) was the most commonly given explanation for not travelling, followed by being too old/young to travel (32,4%). Only 9,8% of persons 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

About 1,4 million learners in total were identified across the province, irrespective of the type of educational institution they attended. In terms of the geographical location, more than half (54,8%) of those attending educational institutions lived in rural areas and 45,2% lived in urban areas. Thaba Chweu and Bushbuckridge LMs (87,1%) and Nkomazi and Umnjindi LMs (85,2%) had the highest proportion of rural learners.

It is important to note that the type of schools referred to in this study includes public, private and special schools. There are about 1,1 million learners attending school in the province. A significant number of scholars resided in Thaba Chweu and Bushbuckridge LMs (228 000), followed by those in Mbombela LM (178 000), and 172 000 in Thembisile and Dr JS Moroka LMs.

The vast majority of learners in Mpumalanga walk all the way to their educational institutions. Approximately seven in ten learners walked all the way (69,6%), followed by those who travelled by taxis (11,3%) and buses (10,4%). Learners who used bicycles as a mode of travel had a lower proportion of 0,1% in the province. Learners who used public transport in the province were more likely to use taxis (52,0%), followed by buses (48,0%). Taxis were likely to be used by learners in Thembisile and Dr JS Moroka LMs (78,3%). In Mkhondo LM, more than nine out of ten learners (94,5%) used buses to travel to their educational institutions.

Learners' number of days and travel time

As would be expected, most learners travelled to their educational institutions for five days per week. A different pattern in higher educational institutions was followed with more than half of learners who travelled for less than or more than five days per week (54%).

The majority of learners (54,9%) left their place of residence between 07:00 and 07:59 in the morning to their educational institutions. In Thembisile and Dr JS Moroka LMs, more than three-quarters (76,6%) of learners left during this time slot. More than half of learners in Nkomazi and Umjindi LMs (53,9%) left between 06:30 and 06:59 in the morning to their place of learning. Learners in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs were more likely to leave after 08:00 for their educational institutions.

Learners attending post-matric institutions (30,0%) were more likely to travel for more than 60 minutes to their educational institutions compared to those attending school (8,7%) and pre-school (3,2%). The majority of learners that walked all the way (73,3%) spent 30 minutes or less to reach their educational institutions, while those who used buses (40,2%) took more than an hour to reach their place of learning.

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

Workers' geographic location

The total number of workers in Mpumalanga amounted to 1,1 million, of whom 61% resided in urban areas and 39% in rural areas. The highest percentage of workers classified as rural came from Mbombela LM (30%) and ThabaChweu and Bushbuckridge LMs (19,2%), and as urban came from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (39,5%).

Workers' mode of travel

The main mode of travel to work in Mpumalanga is public transport. Slightly more than 40% of workers (41,3%) used public transport (buses and taxis) as their main mode of travel to work. More than a quarter of workers (26,2%) walked all the way and 24,8% drove cars/trucks to work. The highest percentage of disabled workers (33,9%) walked all the way to their workplace, followed by those who used taxis (25,9%). Workers in rural areas were more likely to use buses (33,5%) as their mode of travel to work and those in urban areas drove cars/trucks (32,3%).

More than half of work trips made by public transport were made using buses (51,5%), and 48,5% were made by taxis. Mbombela LM had the most work bus trips and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs had the most work taxi trips.

About 11% of workers (10,6%) in Mpumalanga changed transport on their way to their place of work. Workers in Mkhondo LM (27,4%) were more likely to change transport than other municipalities. Taxi users were more likely than bus users to make at least one modal transfer.

More than half of the working population worked five days per week (53,7%), followed by 18,9% who worked seven days a week.

Time workers leave for work

Three in ten workers (30,4%) left their place of residence before 06:00 to their workplace. Twenty-three per cent of workers left their area of residence for work between 07:00 and 07:59 in the morning. Only 9,4% of workers left at 08:00 or later. Workers in rural areas tended to leave earlier for work than those resident in urban areas.

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

About 47% of workers who used public transport walked for up to five minutes to their first public transport, and 11,8% of workers walked for more than 15 minutes. The highest percentage of those who walked for more than 15 minutes were in Mkhondo LM (31%), Thaba Chweu and Bushbuckridge LMs (20,4%), and Thembisile and Dr JS Moroka LMs (15,6%). Bus users (16,2%) were more likely to walk for more than 15 minutes to their first bus than taxi users (7,0%).

The majority (62,5%) of the workers waited only up to five minutes for their first public transport to arrive, and only 7,4% waited for more than 15 minutes. The highest percentage of workers who waited for more than 15 minutes for their first public transport resided in Thembisile and Dr JS Moroka LMs (14,4%).

Business trips

Business trips are trips taken by people aged 15 years and older as part of their duties. Business trips can be day or overnight trip(s), and were defined as trips 20 km or more from the usual place of work.

In Mpumalanga, of 1,1 million workers aged 15 years and older who were interviewed, only 97 000 indicated they had undertaken business trips during the calendar month preceding the survey. More than a quarter (25,8%) of business trips were from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs. Mkhondo LM (2,6%) contributed the least to the province business travel count. Workers in urban areas were more likely to undertake business trips than rural workers.

The majority (60,2%) of business trips were taken using cars/bakkies/trucks drivers. Taxis (17,7%) were the second most used mode of travel on business trips. Most business trips were taken within the province. Gauteng was also a common destination for business trips from Mpumalanga. Of the business trips within the province, most of them were to Nkangala district.

Other travel patterns

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

Day trips

About 2,1 million individuals aged 15 years and older indicated that they undertook day trips in the 12 months prior to the interview. The majority of the day trip travellers lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (20,5%), followed by Thaba Chweu and Bushbuckridge LMs (18,6%). Shopping for personal or business use (39,9%) was cited by the majority of day trip travellers as their main purpose for travel, followed by 20,1% of those who visited friends and/or family. The majority of day trippers used taxis (52,6%), followed by those who used cars/bakkies/trucks as passengers (14,7%), while 14,8% of travellers walked all the way to their destinations.

Overnight trips

About 1,4 million individuals aged 15 years and older indicated that they undertook overnight trips, with the majority of them coming from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (23,0%). The most common reason given for overnight trips was "visiting home" (36,5%) followed by visiting friends and/or family (32,1%). In Mbombela LM the second most common reason for taking overnight trips was to attend funerals (28,0%). Persons in Pixley Ka Seme, Lekwa and Dipaleseng LMs were more likely to travel for religious purposes (12,5%).

More than half of overnight trips were made using taxis (54,4%) as the mode of travel, followed by those who travelled by car/bakkie/truck as passengers (19,9%) 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 Mpumalanga travelled for up to 30 minutes to different public facilities. However, 28,1% of households travelled for more than an hour to welfare offices. Most households walked all the way to other shops (54,7%) and churches (57,5%), used minibus taxis to go to food or grocery shops (58,0%) and financial services/banks (59,8%). About 84% of households indicated that they did not need to travel to traditional healers.

Urban and rural

Households residing in urban areas were more likely to travel for more than 60 minutes to traditional healers (46,4%) and post offices (33,2%). Other shops were closer to urban households than rural households. More than eight in ten households in rural areas (85,7%) travelled for more than 60 minutes to other shops. Households in rural areas were less likely to travel more than 60 minutes to traditional healers.

Use of taxis and buses

Taxis were the most frequently used mode of public transport in Mpumalanga. More than three quarters (78,4%) of households used taxis during the month preceding the survey; 28,7% used buses. The highest percentage of taxi users (89,1%) and bus users (59,7%) were found in Thembisile and Dr JS Moroka LMs.

Slightly more than a quarter (25,2%) in the province walked for more than 15 minutes to their nearest taxi rank. Households in Mkhondo LM (53,1%) were more likely to walk for more than 15 minutes before they reached their nearest taxi rank. The lowest percentage of households that had to walk for more than 15 minutes to their nearest taxi rank were from Albert Luthuli and Msukaligwa LMs (15,6%). Of the households that used buses during the month before the survey, 5,35% walked for more than 30 minutes to their nearest bus station, and households living in Mkhondo LM (11,4%) were the most likely to walk 30 minutes or more.

Attitudes and perceptions about transport

About 7% of households (7,4%) indicated that they had no transport-related problems. The most important problem mentioned was the poor condition of roads (16,0%). LMs with the most complaints about the road conditions were Pixley Ka Seme, Lekwa, Dipaleseng LMs (28,4%), Govan Mbeki LM (23,7%) and Mkhondo LM (17,2%).

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

In the province, 14,5% of households reported taxis being too expensive as their main transport-related problem, with the highest percentage of complaints coming from those residing in Thaba Chweu and Bushbuckridge LM (19,1%), Mkhondo LM (16,9%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (16,4%). Reckless driving was mentioned by 8,2% of households, and this problem was prominent in Mbombela LM (14,4%). Taxis being too far was another important transport-related problem experienced by 5,8% of households. About 75% of households indicated that buses were not available at specific times in their area. Municipalities with the highest proportion of this problem was Thaba Chweu and Bushbuckridge LMs (22,2%).

Dissatisfaction levels with taxi and bus services

More than half of households that made use of taxis complained about taxi fares (55,7%). More than 41% complained about safety from accidents (40,6%) and behaviour of taxi drivers towards passengers (45,5%). Of those who used bus services, 55,4% were dissatisfied with the level of crowding in buses and 47,3% were not happy with the facilities at the bus stop.

Factors influencing the household's choice

Thirty-eight per cent of households in Mpumalanga indicated that travel time was the biggest determinant of transport mode choice, while cost of travel was important to 21,2% of the households. Reliability was mentioned by 8,3% of households and flexibility by 7,3% of households. Travel time was a common factor that households considered when choosing mode of travel in all municipalities except for Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs and Thembisile and Dr JS Moroka LMs, where travel cost was more important.

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

Ownership of bicycles and/or access to cars

In Mpumalanga, 47 000 households reported to have at least one bicycle in working order used for transport purposes. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs had the most households owning at least one bicycle (14 000), followed by Pixley Ka Seme, Lekwa, Dipaleseng LMs and Thembisile and Dr JS Moroka LMs with 7 000 households each. Albert Luthuli and Msukaligwa LMs as well as Mkhondo LM recorded the least households owning at least one bicycle for transport purposes, with 2 000 households each.

About 23,3% of households had access to cars, 2,3% had access to company cars while 1,1% had access to motorcycles. Household cars/bakkies/station wagons are most likely to be owned by households in Govan Mbeki LM (37,9%).

Drivers' licences

The highest percentage of people who have drivers' licences were from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs at 31,3%, followed by Mbombela (15,1%). The least people with drivers' licences were from Mkhondo LM with 1,6%. The highest number of persons aged 18 years and older with light motor vehicle and heavy motor vehicle driver's licences were aged 26–39, with 110 000 and 165 000 respectively. More than two-thirds of drivers' licence holders were males (69,4%) and only a third female (30,6%). Black Africans were more likely to have driver's licences (77,3%) when compared to other population groups (22,7%). Persons aged 18 years and older in possession of a motorcycle driver's licence reside in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (34,5%) followed by Govan Mbeki LM (18,7%). Insignificant percentages of residents in Thembisile and Dr JS Moroka LMs have motorcycle licences. The highest (46,1%) and lowest (7,5%) percentages of people in possession of motorcycle licences are aged 26–39 and 40–49 years respectively.

Measuring usage of non-motorised transport

Use of non-motorised transport

Almost a quarter of workers (24,7%) in the province walked all the way to work, 0,9% cycled all the way. Workers in rural areas were more likely to walk all the way to work than those in the urban areas.

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 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

According to the Provincial Land Transport Framework (PLTF) that was conducted from the National Land Transport Transition, Act No. 2 of 2000, by Mpumalanga, it gives a clear mandate of the department in the province. The PLTF has been developed within the national and provincial transport policy frameworks and makes provision for co-coordinated measures and structures within the province. It further makes provision for transport strategies, including public transport, non-motorised transport, transport infrastructure, transport facilities, freight transport, tourism, management aspects, funding and monitoring aspects (Department of Public Works, Roads and Transport, 2006).

According to the National Land Transport Act (Act No. 5 of 2009), all the district municipalities must compile a Local Integrated Transport Plan (LITP) for all local municipalities according to their needs. The LITP also seeks to prioritise public transportation over private transportation by ensuring the provision of adequate public transport services, and applying travel demand management measures to discourage private transport. In addition, the LITP that was conducted by Emakhazeni LM was to enhance accessibility to public transport services and facilities, and transport functionality in the case of persons with disabilities.

In this section, demographic characteristics of travellers are indicated. The information about which gender is most likely to travel and in which municipalities they are residing is stated. The days of the week on which travellers undertook trips as well as the reasons for not travelling are also listed in this section.

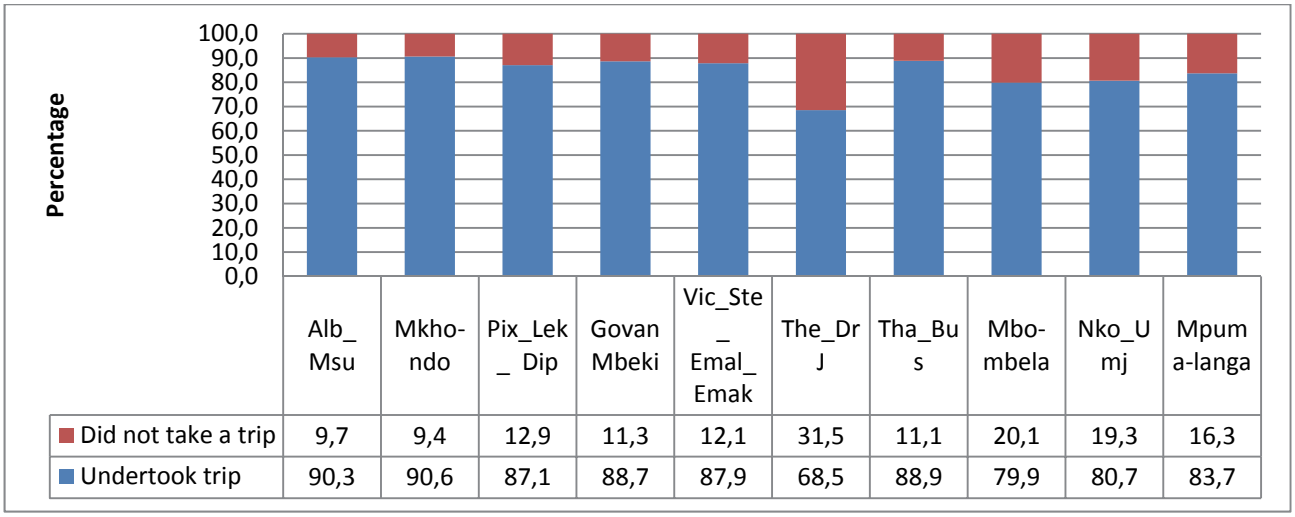
Table 3.1: Persons who undertook trips in the seven days prior to the interview by municipality

Municipality	Undertook trip		Population	
	Number ('000)	Percentage of MP	Number ('000)	Percentage of MP
Alb_Msu	296	8,7	329	8,0
Mkhondo	144	4,2	160	3,9
Pix_Lek_Dip	202	5,9	234	5,7
Govan Mbeki	276	8,1	316	7,7
Vic_Ste_Emal_Emak	683	20,1	786	19,1
The_Dr J	383	11,2	564	13,7
Tha_Bus	568	16,7	640	15,6
Mbombela	515	15,1	658	16,0
Nko_Umj	336	9,9	422	10,3
Mpumalanga	**3 404**	**100,0**	**4 108**	**100,0**

Percentage calculated across the municipality.

Table 3.1 shows the total number of people who undertook trips seven days prior to the interview in Mpumalanga. Of the 4,1 million people that reside in Mpumalanga, 3,4 million indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips live in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (20,1%), followed by Thaba Chweu and Bushbuckridge LMs (16,7%). Residents of Mkhondo LM (4,2%) were the least likely to undertake trips during the seven-day reference period.

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

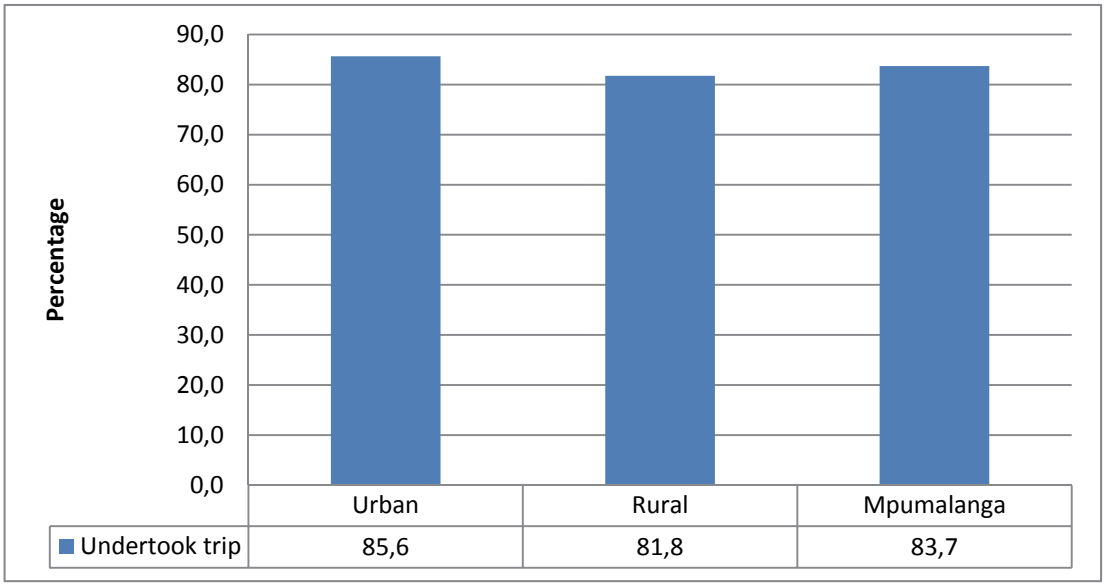


	Alb_ Msu	Mkho-ndo	Pix_Lek _ Dip	Govan Mbeki	Vic_Ste _ Emal_ Emak	The_Dr J	Tha_Bu s	Mbo-mbela	Nko_U mj	Mpum a-langa
Did not take a trip	9,7	9,4	12,9	11,3	12,1	31,5	11,1	20,1	19,3	16,3
Undertook trip	90,3	90,6	87,1	88,7	87,9	68,5	88,9	79,9	80,7	83,7

Percentage calculated within the municipality.

Figure 3.1 shows that more than eight out of ten (83,7%) people in Mpumalanga undertook trips during the seven days prior to the interview. People in Mkhondo LM (90,6%) and Albert Luthuli and Msukaligwa LMs (90,3%) were more likely to undertake trips than those in other municipalities during the seven-day reference period.

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



	Urban	Rural	Mpumalanga
Undertook trip	85,6	81,8	83,7

Percentage calculated across the geographic location.

According to Figure 3.2, more people in urban areas (85,6%) undertook trips than people in the rural areas (81,8%).

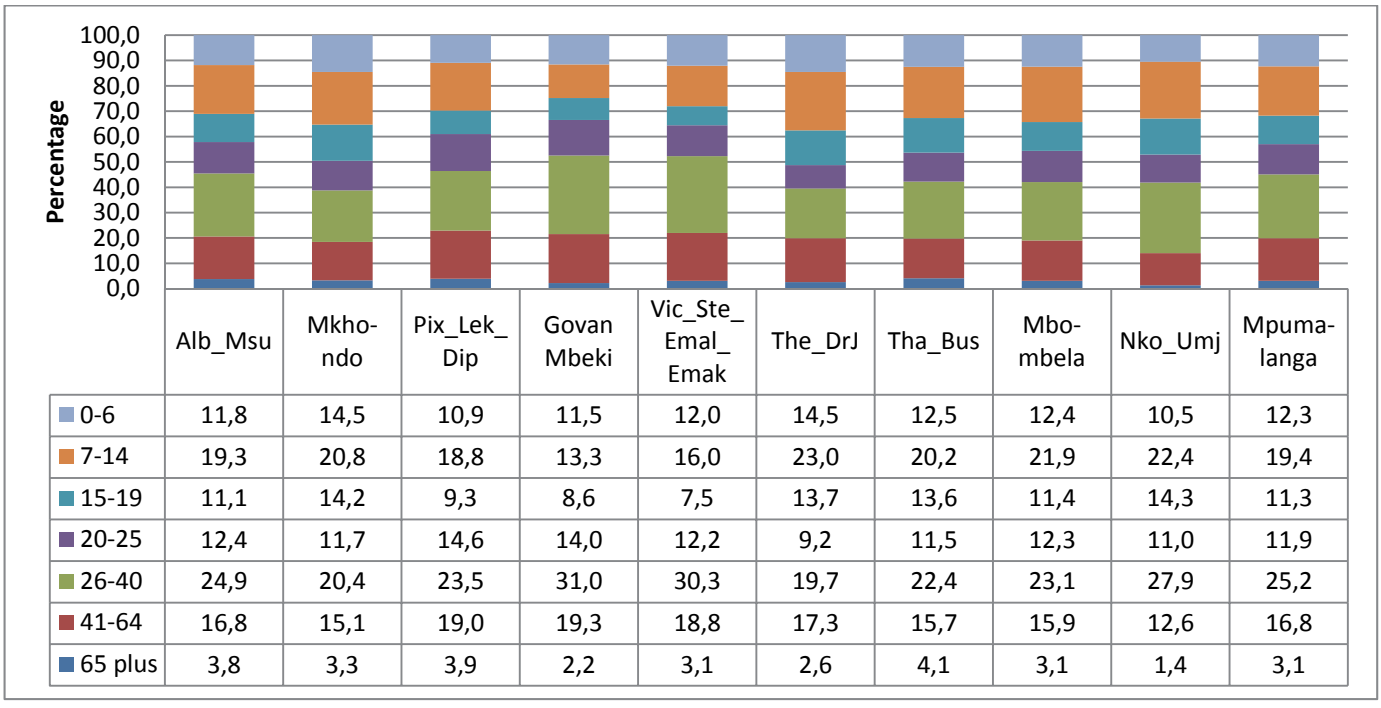
Table 3.2: Persons who undertook trips in the seven days prior to the interview by municipality and sex

Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of municipality	Number ('000)	Percentage of municipality
Alb_Msu	296	148	50,0	148	50,0
Mkhondo	144	63	43,8	81	56,2
Pix_Lek_Dip	202	104	51,2	99	48,8
Govan Mbeki	276	145	52,4	131	47,6
Vic_Ste_Emal_Emak	683	370	54,2	312	45,8
The_Dr J	383	192	50,1	191	49,9
Tha_Bus	568	283	49,9	285	50,1
Mbombela	515	246	47,7	270	52,3
Nko_Umj	336	163	48,4	174	51,6
Mpumalanga	**3 404**	**1 713**	**50,3**	**1 690**	**49,7**

Percentage calculated within the municipality, within Mpumalanga.

There is a slight difference in the number of males and females who undertook trips during the seven days prior to the interview as shown in Table 3.2. Males (50,3%) were more likely to undertake trips than females (49,7%). Most males who undertook trips lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (54,2%) and Govan Mbeki LM (52,4%). Females who were more likely to undertake trips resided in Mkhondo LM (56,2%) and Mbombela LM (52,3%).

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



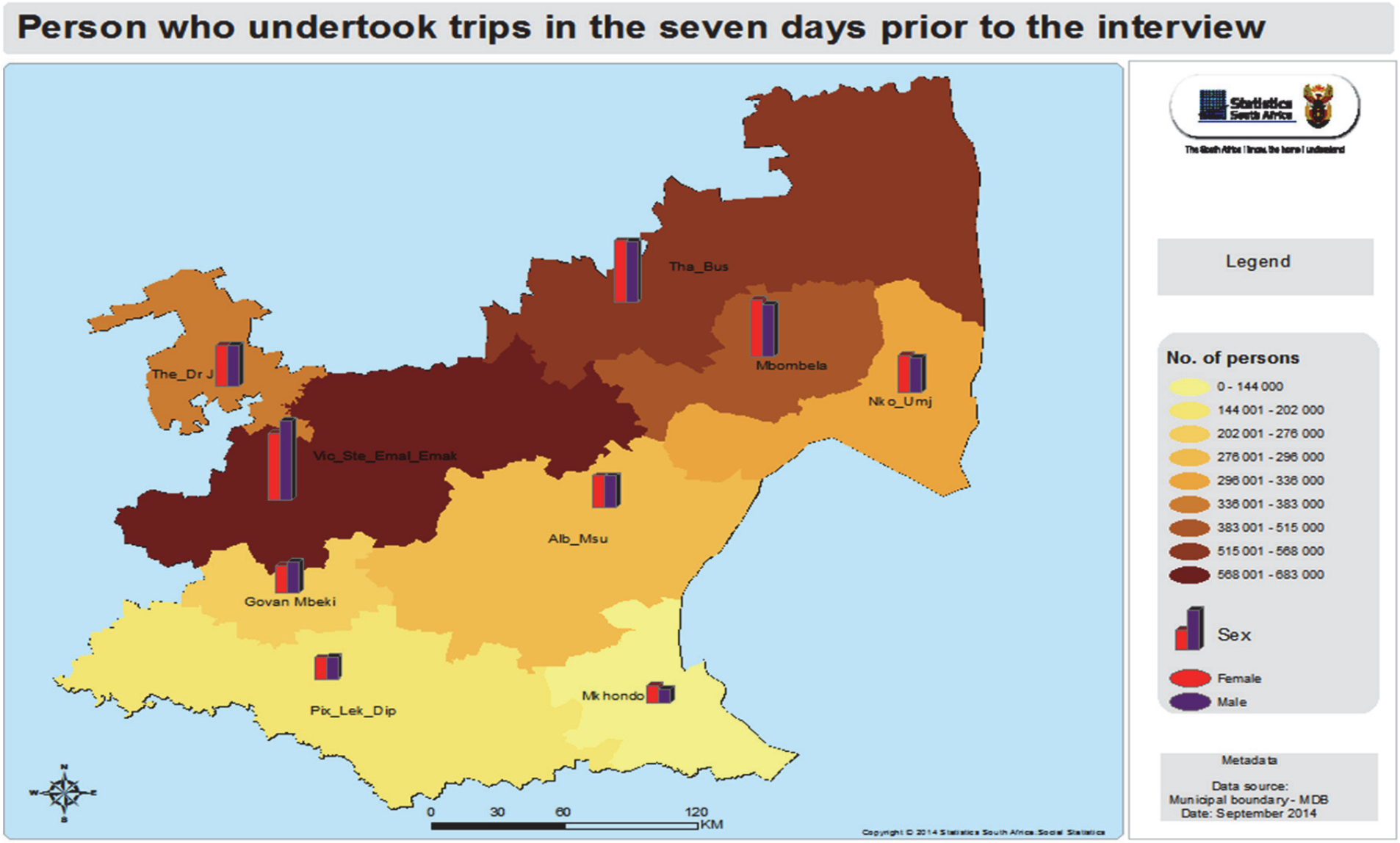
	Alb_Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_DrJ	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
0-6	11,8	14,5	10,9	11,5	12,0	14,5	12,5	12,4	10,5	12,3
7-14	19,3	20,8	18,8	13,3	16,0	23,0	20,2	21,9	22,4	19,4
15-19	11,1	14,2	9,3	8,6	7,5	13,7	13,6	11,4	14,3	11,3
20-25	12,4	11,7	14,6	14,0	12,2	9,2	11,5	12,3	11,0	11,9
26-40	24,9	20,4	23,5	31,0	30,3	19,7	22,4	23,1	27,9	25,2
41-64	16,8	15,1	19,0	19,3	18,8	17,3	15,7	15,9	12,6	16,8
65 plus	3,8	3,3	3,9	2,2	3,1	2,6	4,1	3,1	1,4	3,1

Percentages calculated within municipalities

Slightly more than a quarter (25,2%) of persons aged 26–40 years undertook trips in the seven days prior to the interview. This was followed by persons aged 7–14 years (19,4%). Persons aged 65 years

and more were the least likely to travel as compared to other age groups at 3,1%. The age group 26–40 living in Govan Mbeki LM and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs were more likely to travel than those living in other municipalities, with approximately a third of traellers in this age group.

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 defferent destinations on the travel day by municipality and reason for walking all the way

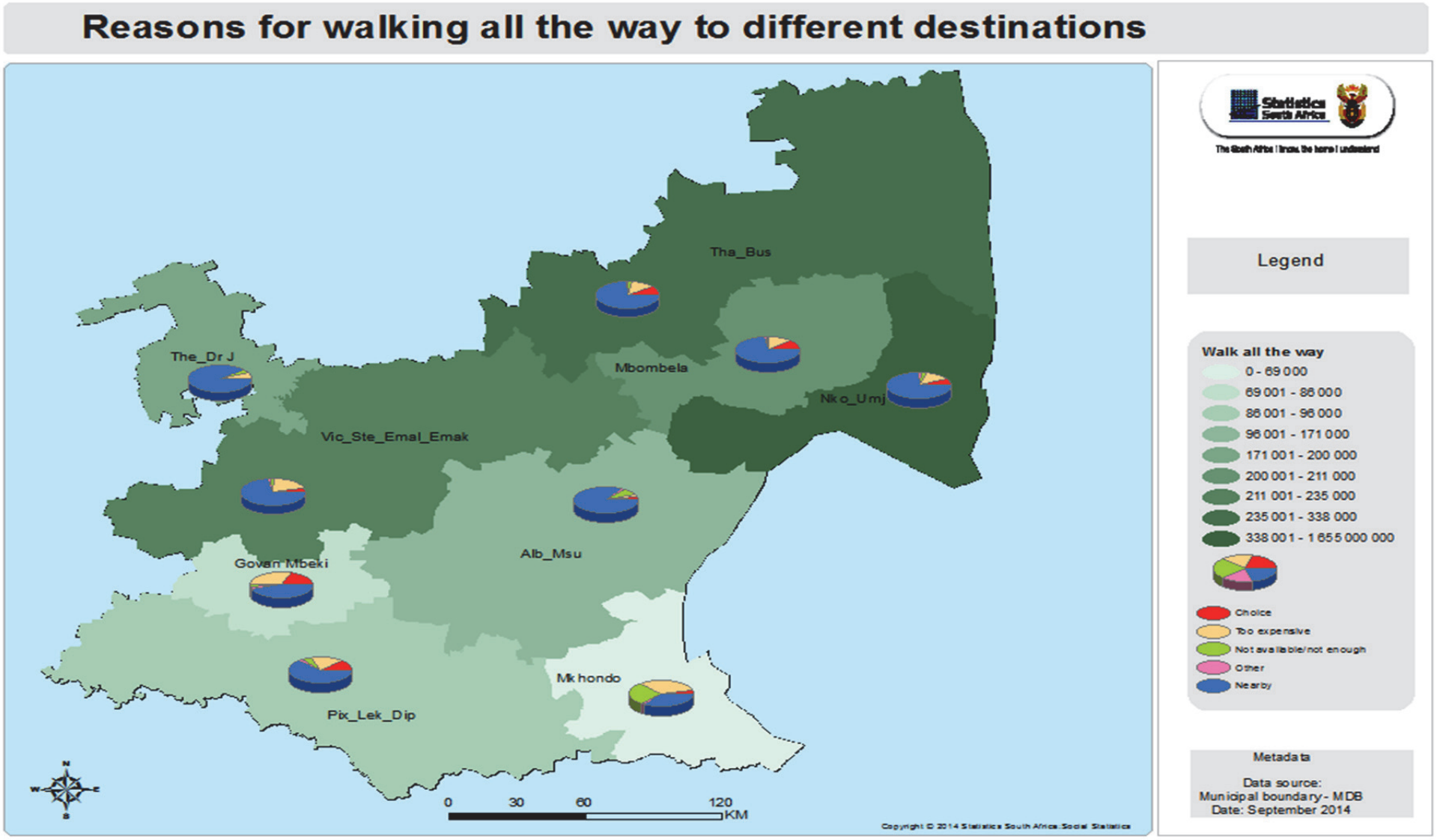


Table 3.3: Days of the week when persons usually travel by age group and sex

Indicator	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	1 620	1 603	1 601	1 584	1 587	768	885
	Per cent	81,4	80,9	80,7	79,8	80,0	38,9	44,9
Female	Number	1 476	1 435	1 453	1 429	1 436	696	1 018
	Per cent	71,3	69,4	70,4	69,2	69,4	33,9	49,6
Total	**Number**	**3 096**	**3 038**	**3 054**	**3 013**	**3 023**	**1 464**	**1 903**
	Per cent	**76,3**	**75,0**	**75,4**	**74,4**	**74,6**	**36,3**	**47,3**
Age group								
0–2 yrs	Number	85	86	84	87	86	46	81
	Per cent	32,8	33,2	32,5	33,3	33,0	17,7	31,4
3–4 yrs	Number	127	125	125	123	124	31	69
	Per cent	72,9	71,8	72,2	71,3	71,8	18,2	39,7
5–6 yrs	Number	161	160	161	161	160	35	78
	Per cent	95,6	95,5	95,8	95,5	95,6	21,0	46,7
7-14 yrs	Number	665	662	662	659	661	138	286
	Per cent	98,3	98,1	98,0	97,8	97,9	20,6	42,6
15–19 yrs	Number	375	370	370	367	370	110	175
	Per cent	91,0	90,0	90,0	89,2	90,0	27,4	43,0
20–25 yrs	Number	354	351	351	342	343	219	250
	Per cent	71,0	70,7	70,6	69,0	68,9	44,4	50,9
26–40 yrs	Number	762	747	744	732	730	514	515
	Per cent	76,9	75,6	75,4	74,2	74,0	52,0	52,3
41–54 yrs	Number	375	357	371	362	365	235	261
	Per cent	74,3	71,0	73,6	71,8	72,4	46,7	52,5
55 yrs and older	Number	193	179	186	180	184	136	187
	Per cent	51,6	47,7	49,9	47,9	48,9	36,4	50,0

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

Table 3.3 summarises days of the week when people usually travel in Mpumalanga. Travel patterns differ according to age and sex. According to the table, males (almost 80%) were more likely to travel than females (almost 70%) during weekdays. The results further show that males (38,9%) were more likely to travel than females (33,9%) on Saturdays. However, on Sundays females (49,6%) tended to travel more than males (44,9%).

Children of school-going age, 5–6 years and 7–14 years, were most likely to travel more during the week, followed by the 15–19-year-old age group. The 0–2-year-old age group and 55 years and older were the least likely to travel during the week. Travelling patterns for those aged 55 years and above were 36,4% for Saturdays and 50,0% for Sundays.

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									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Did not need to travel	Number	11	*	10	14	40	58	28	72	27	**259**
	Per cent	35,4	*	35,5	41,2	45,3	34,2	41,2	55,9	34,2	**40,6**
Financial reasons/too expensive	Number	2	*	2	*	10	30	12	4	2	**62**
	Per cent	6,3	*	5,5	*	11,2	17,7	17,9	3,1	2,2	**9,8**
Too old/young to travel	Number	13	9	9	15	22	39	21	44	36	**207**
	Per cent	42,5	59,5	32,3	44,6	24,8	23,3	30,6	34,0	45,6	**32,4**
Other reasons	Number	5	5	8	4	17	42	7	9	14	**110**
	Per cent	15,8	33,7	26,7	12,5	18,7	24,9	10,4	6,9	18,0	**17,2**
Total	**Number**	**30**	**14**	**29**	**34**	**88**	**169**	**67**	**128**	**79**	**639**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.4 shows the main reasons for people for not travelling in the seven days before the interview. Approximately 41% (40,6%) of the people who did not travel during the seven days prior to the interview cited 'no need to travel' as the reason for not travelling. The second most cited reason was 'too old/young to travel' (32,4%), followed by financial factors (9,8%). More than half of the people in Mkhondo LM (59,5%) cited 'too old/young to travel' as the most common reason for not travelling.

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

Main reasons for not travelling	Statistics (numbers in thousands)	Age group							
		0–4	5–14	15–19	20–25	26–40	41–54	55+ years	Total
Did not need to travel	Number	19	3	16	58	75	42	45	**259**
	Per cent	11,0	18,2	66,4	64,8	57,4	52,7	37,0	**40,6**
Financial reasons/too expensive	Number	*	*	3	14	23	13	8	**62**
	Per cent	*	*	10,4	16,0	17,5	16,4	6,6	**9,8**
Too old/young to travel	Number	149	10	*	*	*	2	46	**207**
	Per cent	84,8	62,2	*	*	*	2,5	37,3	**32,4**
Other reasons	Number	6	3	6	17	33	23	23	**110**
	Per cent	3,5	17,2	22,8	18,6	25,1	28,4	19,1	**17,2**
Total	**Number**	**175**	**16**	**24**	**90**	**130**	**80**	**122**	**639**
	Per cent	**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 cent are too small to provide reliable estimates.

Table 3.5 indicates the main reasons for not travelling seven days before the interview by age group. The 0–14-year-old age group and 55-plus age group indicated that they did not travel because they were too young/old to travel. More than six in ten people in the age group 15–19 (66,4%) and age group 20–25 (64,8%) cited 'no need to travel' as their most common reason for not travelling.

4. Education and education-related travel patterns

4.1 Introduction

People travel from their usual place of residence to attend educational institutions. Transport makes it viable for all learners from pre-schools to higher educational institutions to access their place of learning, especially those who have to travel a long time to reach them. The collaboration between Mpumalanga Department of Education and Mpumalanga Department of Public Works, Roads and Transport has a mandate to provide scholar transport according to the National Scholar Transport Policy. This policy provides for learners who are attending public schools (Grade R–12) and are walking from their place of residence to the nearest public schools for five or more kilometers. The scholar transport looks to run on school calendar days and looks to accommodate learners with special needs.

Scholar transport is subsidised by the Mpumalanga Department of Public Works, Road and Transport, and one of the objectives of this study is to enable the Department of Transport to assess the effectiveness of their subsidy mechanism to transport providers. The department has already subsidised the public, including learners, with about 1 500 subsidised bicycles.

This section covers the characteristics of all learners who attended all types of educational institutions from pre-school to higher educational institutions. Some of the characteristics covered include: type of mode used to travel, time spent waiting for the first transport, the time when the place of residence is left to travel to these institutions, as well as total travel time. Moreover, this section also covers the number of days that learners travelled to their educational institutions.

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

Indicator	Statistic (numbers in thousands)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Type of institution											
Pre-school	Number	14	4	10	12	31	19	16	15	8	**128**
	Per cent	12,6	6,9	12,5	16,0	13,6	9,3	6,3	7,3	5,1	**9,4**
School	Number	93	54	60	54	165	172	228	178	137	**1 142**
	Per cent	81,8	91,7	78,1	72,9	73,1	84,7	90,2	84,7	91,7	**83,6**
Higher educational institution	Number	2	*	1	*	9	3	3	10	2	**31**
	Per cent	1,5	*	1,5	*	4,1	1,6	1,3	4,9	1,0	**2,3**
FET college	Number	4	*	4	7	16	5	4	4	2	**46**
	Per cent	3,4	*	4,7	9,8	7,1	2,4	1,5	2,1	1,3	**3,4**
Other	Number	1	*	3	*	5	4	2	2	1	**18**
	Per cent	0,8	*	3,2	*	2,2	2,0	0,8	1,0	0,9	**1,3**
Total	**Number**	**114**	**59**	**78**	**74**	**226**	**203**	**253**	**210**	**149**	**1 366**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location											
Urban	Number	57	23	69	70	210	97	33	36	22	**618**
	Per cent	50,6	38,3	89,2	94,7	93,0	47,7	12,9	17,3	14,8	**45,2**
Rural	Number	56	36	8	4	16	106	220	174	127	**748**
	Per cent	49,4	61,7	10,8	5,3	7,0	52,3	87,1	82,7	85,2	**54,8**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	24	10	11	10	24	47	81	42	45	**294**
	Per cent	18,8	16,6	14,1	10,4	9,5	22,2	30,6	17,2	27,4	**19,6**
Quintile 2	Number	45	34	25	26	51	91	111	70	64	**518**
	Per cent	36,0	55,7	31,2	28,3	20,7	43,0	42,1	28,4	38,3	**34,6**
Quintile 3	Number	22	14	23	17	68	42	43	67	29	**326**
	Per cent	17,2	23,4	28,9	18,5	27,4	19,9	16,5	27,2	17,7	**21,8**
Quintile 4	Number	18	2	11	16	58	21	15	36	23	**199**
	Per cent	14,3	3,9	13,7	16,8	23,3	9,7	5,8	14,5	13,7	**13,3**
Quintile 5 (highest income quintile)	Number	17	*	10	24	47	11	13	31	5	**160**
	Per cent	13,7	*	12,1	26,0	19,1	5,3	5,0	12,8	2,9	**10,7**

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

Table 4.1 indicates that most of the learners in Mpumalanga attended schools (83,6%), followed by those who were attending pre-schools (9,4%). Higher educational institutions and FET colleges were attended by about 6% of all learners. In Mbombela LM, close to 85% of learners were attending school (84,7%) followed by those who attended pre-schools (7,3%) and higher educational institutions with

nearly 5% (4,9%). Learners in Albert Luthuli and Msukaligwa LMs followed the same pattern as Mbombela LM, where learners who attended school had the highest proportion (81,8%) followed by pre-school learners with 12,6%.

As might be expected, the majority of learners resided in rural areas. More than half of learners (54,8%) are located in the rural areas while 45,2% came from 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 passenger	Walking all the way	Other	Total %
Scholars and disability status							
Scholars	Number	113	102	68	819	13	**1 115**
	Per cent	10,2	9,1	6,1	73,5	1,2	**100,0**
Disabled scholars	Number	8	3	2	31	*	**44**
	Per cent	18,2	6,8	3,8	69,8	*	**100,0**
Geographic location of scholars							
Urban	Number	37	65	48	304	6	**460**
	Per cent	8,1	14,1	10,5	66,0	1,2	**100,0**
Rural	Number	76	37	19	515	8	**655**
	Per cent	11,6	5,6	2,9	78,7	1,2	**100,0**
Household income quintile of scholars							
Quintile 1 (lowest income quintile)	Number	15	8	4	215	*	**243**
	Per cent	6,2	3,3	1,8	88,6	*	**100,0**
Quintile 2	Number	42	21	10	339	4	**417**
	Per cent	10,1	5,0	2,4	81,4	1,1	**100,0**
Quintile 3	Number	32	19	17	167	2	**236**
	Per cent	13,5	7,9	7,2	70,7	0,7	**100,0**
Quintile 4	Number	15	29	11	75	4	**135**
	Per cent	11,2	21,4	8,2	55,9	3,3	**100,0**
Quintile 5 (highest income quintile)	Number	9	25	25	23	2	**85**
	Per cent	10,8	29,8	29,9	26,8	2,8	**100,0**

The totals used to calculate percentages excluded unspecified cases for transport mode.
Total number of scholars includes disabled scholars
*Un-weighted numbers of 3 and below per cent are too small to provide reliable estimates.

Table 4.2 illustrates the main mode of travel used by scholars to get to school. It is evident that scholars in Mpumalanga were more likely to walk all the way to their educational institutions (73,5%). Buses were the second most common modes of travel used by both scholars and disabled scholars (10,2% and 18,2%), in that order.

Irrespective of their geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 66% in urban areas and 78,7% in rural areas. Taxis were the second most commonly used mode of travel for scholars in urban areas (14,1%), while in rural areas it was buses (11,6%). A significant percentage of scholars in urban areas (10,5%) used cars/bakkies as passengers to travel to school.

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

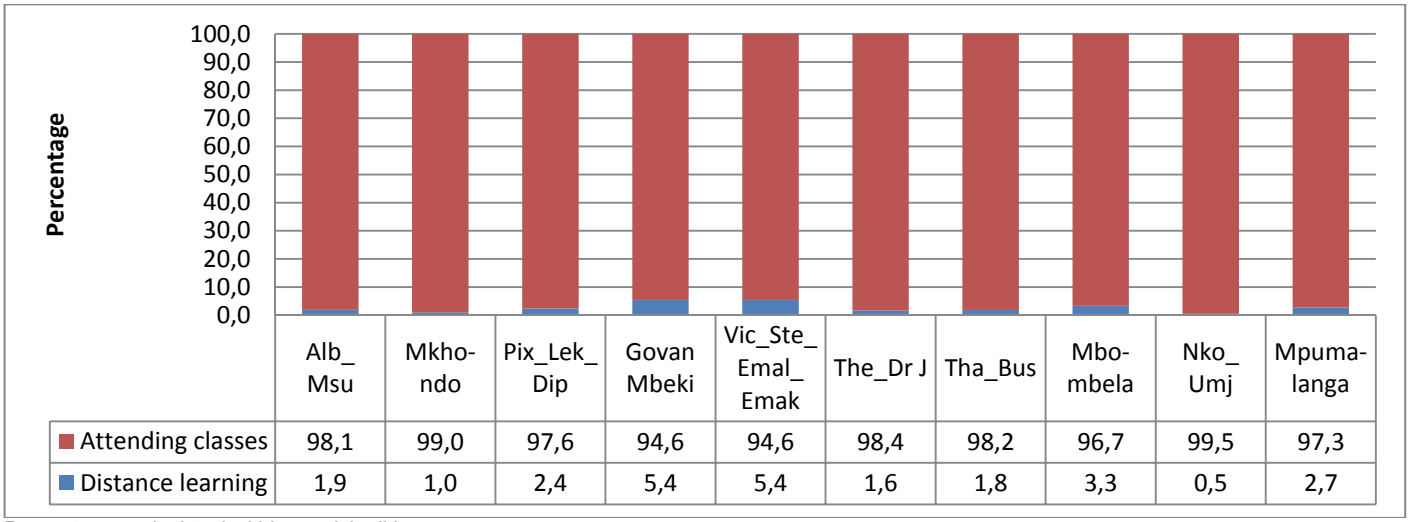
Municipality	Statistics (numbers in thousands)	Learners who completed question	Per cent of MP attending classes	Per cent of MP distance learning
Alb_Msu	Number	123	121	2
	Per cent	8,5	8,6	6,0
Mkhondo	Number	52	51	*
	Per cent	3,6	3,7	*
Pix_Lek_Dip	Number	74	73	2
	Per cent	5,2	5,2	4,5
Govan Mbeki	Number	90	85	5
	Per cent	6,2	6,1	12,5
Vic_Ste_Emal_Emak	Number	237	224	13
	Per cent	16,5	16,0	32,9
The_Dr J	Number	212	208	3
	Per cent	14,7	14,9	8,8
Tha_Bus	Number	259	255	5
	Per cent	18,0	18,2	12,1
Mbombela	Number	234	226	8
	Per cent	16,2	16,1	20,0
Nko_Umj	Number	160	160	*
	Per cent	11,1	11,4	*
Mpumalanga	**Number**	**1 441**	**1 402**	**39**
	Per cent	**100,0**	**100,0**	**100,0**

Total excludes unspecified case for method of study
*Un-weighted numbers of 3 and below per cent are too small to provide reliable estimates.
Please note that other sources such as Census 2001 and Census 2011 indicate relative stable absolute numbers of attendees

Table 4.3 displays the distribution of distance learning against attending classes throughout the province. Learners in Mpumalanga were more likely to attend classes than distance learning.

The highest proportion of learners attending classes came from Thaba Chweu and Bushbuckridge LMs (18,2%). Mbombela LM and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs followed with the same proportion of 16%. Mkhondo LM contributed the least proportion of learners who attended classes with just 3,7%. Almost a third (32,9%) of the learners in the province who study through distance learning were from the Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs.

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



	Alb_ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
Attending classes	98,1	99,0	97,6	94,6	94,6	98,4	98,2	96,7	99,5	97,3
Distance learning	1,9	1,0	2,4	5,4	5,4	1,6	1,8	3,3	0,5	2,7

Percentages calculated within municipalities

Figure 4.1 illustrates the percentage of learners who attended classes and those who studied through distance learning. A high proportion of learners attended classes (97,3%) compared to those who studied through distance learning (2,7%). Learners in Govan Mbeki LM and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs were more likely to study through distance learning with an equal proportion of 5,4%.

4.2 Education-related travel mode

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

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

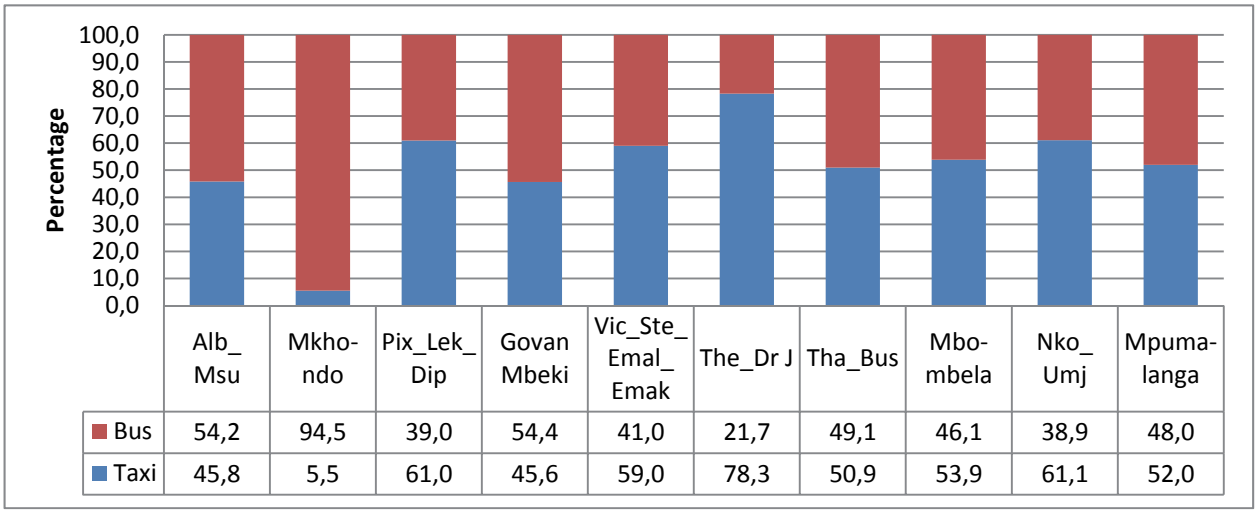
Educational institution and number of days		Statistics (numbers in thousands)	Municipality									
			Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Pre-school	5	Number	14	4	9	12	30	18	15	15	8	**124**
		Per cent	97,9	100,0	100,0	100,0	98,8	100,0	95,5	94,2	100,0	**98,2**
	Not 5	Number	*	*	*	*	*	*	*	*	*	**2**
		Per cent	*	*	*	*	*	*	*	*	*	**1,8**
School	5	Number	92	52	58	53	160	168	223	176	135	**1 117**
		Per cent	98,8	96,1	97,1	99,4	97,4	98,7	98,1	98,5	99,0	**98,2**
	Not 5	Number	1	2	2	*	4	2	4	3	1	**20**
		Per cent	1,2	3,9	2,9	*	2,6	1,3	1,9	1,5	1,0	**1,8**
Higher education institutions	5	Number	*	*	*	*	2	1	*	5	*	**11**
		Per cent	*	*	*	*	37,7	53,0	*	55,5	*	**46,0**
	Not 5	Number	*	*	*	*	3	1	3	4	*	**12**
		Per cent	*	*	*	*	62,3	47,0	100,0	44,5	*	**54,0**
Other institutions	5	Number	3	*	3	5	13	5	3	4	3	**39**
		Per cent	76,3	*	60,5	68,6	68,8	59,5	48,4	67,7	77,9	**65,8**
	Not 5	Number	1	*	*	2	6	4	3	2	*	**20**
		Per cent	23,7	*	*	31,4	31,2	40,5	51,6	32,3	*	**34,2**
Subtotal (All institutions)	5	Number	110	56	70	70	205	192	241	200	147	**1291**
		Per cent	98,2	96,6	94,6	95,9	94,0	96,5	95,6	95,2	98,7	**96,0**
	Not 5	Number	2	2	4	3	13	7	11	10	2	**54**
		Per cent	1,8	3,4	5,4	4,1	6,0	3,5	4,4	4,8	1,3	**4,0**
Unspecified		Number	12	2	2	20	21	10	10	35	16	**129**
Total		**Number**	**124**	**60**	**76**	**93**	**239**	**209**	**262**	**245**	**165**	**1474**

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

Table 4.4 presents the number of days that learners travelled to educational institutions. In the province, most learners travelled for five days a week across all educational institutions, except for higher education institutions. Learners attending higher educational institutions were more likely to travel for less than five or more than five days in a week (54%). Only small proportions of learners travelled for less than five days or more than five days to other educational institutions.

More than half of the learners in Mbombela LM (55,5%) who attend higher educational institutions travelled there for five days in a week.

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



Percentages calculated within municipalities

Figure 4.2 shows information about learners who used public transport to reach their educational institutions. More than half of the learners (52,0%) in Mpumalanga used taxis and 48% used buses. The same pattern emerged in all the municipalities except in Albert Luthuli and Msukaligwa LMs, Mkhondo LM and Govan Mbeki LM. More than nine in ten learners in Mkhondo LM (94,5%) and more than half of the learners in Albert Luthuli and Msukaligwa LMs (54,2%) using public transport. About 55% (54,4%) of learners in Govan Mbeki used buses to travel to their educational institutions. Learners in Thembisile and Dr JS Moroka LMs (78,3%) using public transport were more likely to use taxis to reach 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									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus	Number	18	26	10	16	29	6	14	24	5	**149**
	Per cent	15,4	42,1	12,5	19,2	12,8	3,0	5,7	10,0	3,1	**10,4**
Taxi	Number	16	1	15	14	42	22	15	28	8	**161**
	Per cent	13,0	2,5	19,5	16,1	18,4	10,8	6,0	11,7	4,9	**11,3**
Car/truck passenger	Number	8	*	5	13	24	11	8	21	7	**98**
	Per cent	6,9	*	6,7	15,5	10,5	5,2	3,2	8,8	4,1	**6,8**
Walking all the way	Number	77	33	42	40	126	166	209	161	142	**996**
	Per cent	64,3	53,7	53,8	46,6	55,3	80,7	83,3	67,3	87,2	**69,6**
Other	Number	*	*	6	2	7	*	4	5	*	**27**
	Per cent	*	*	7,5	2,5	3,1	*	1,8	2,2	*	**1,9**
Total	**Number**	**120**	**61**	**77**	**86**	**229**	**205**	**251**	**239**	**163**	**1 431**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated across municipalities, within Mpumalanga.
Total excludes unspecified mode of travel
*Un-weighted numbers of 3 and below are too small to provide reliable estimates.

Table 4.5 demonstrates the main mode of transport used by all learners attending any educational institution in the province. The vast majority of learners in Mpumalanga walk all the way to their educational institutions. Approximately seven in ten learners walked all the way (69,6%), followed by those who travelled by taxis (11,3%) and buses (10,4%). Learners who used bicycles as a mode of travel had a lower proportion of 0,1% in the province.

In Nkomazi and Umjindi LMs most learners walked all the way (87,2%), followed by those who travelled by taxis (4,9%) and buses (3,1%). A different pattern was followed in the Mkhondo LM where learners walking all the way (53,7%) had the highest proportion, followed by buses (42,1%), while taxis had a 2,5% share of the total in that local municipality.

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

Mode of travel	Statistics (numbers in thousands)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	[illegible]_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus	Number	17	24	9	9	23	2	14	11	4	**113**
	Per cent	15,4	21,4	8,0	8,2	20,5	1,6	12,1	9,4	3,5	**100,0**
Taxi	Number	9	1	9	7	23	17	11	21	5	**102**
	Per cent	8,8	0,8	8,5	7,2	22,8	16,2	10,9	20,2	4,5	**100,0**
Car/truck passenger	Number	6	*	3	7	17	8	5	17	3	**68**
	Per cent	8,7	*	5,1	10,4	25,8	11,6	8,0	25,2	5,0	**100,0**
Walking all the way	Number	58	29	34	26	93	140	190	127	123	**819**
	Per cent	7,1	3,5	4,2	3,1	11,4	17,0	23,2	15,5	15,0	**100,0**
Other	Number	*	*	5	*	3	*	*	*	*	**13**
	Per cent	*	*	37,3	*	19,2	*	*	*	*	**100,0**
Total	**Number**	**91**	**54**	**60**	**50**	**160**	**166**	**221**	**178**	**135**	**1 115**
	Per cent	**8,1**	**4,9**	**5,4**	**4,5**	**14,3**	**14,9**	**19,9**	**15,9**	**12,1**	**100,0**

Unspecified types of institutions were excluded from the total for the calculation of percentages.
*Un-weighted numbers of 3 and below are too small to provide reliable estimates.

With repect to the main mode of travel used to educational institutions by scholars in Mpumalanga, 819 000 scholars walked all the way to their educational institutions, 113 000 used buses and 102 000 used taxis.

Of the 819 000 scholars walking all the way, 23,2% were from Thaba Chweu and Bushbuckridge LMs, and 17% were from Thembisile and Dr JS Moroka LMs. Of the scholars that used buses, 21,4% came from Mkhondo LM and 20,5% were from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs.

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

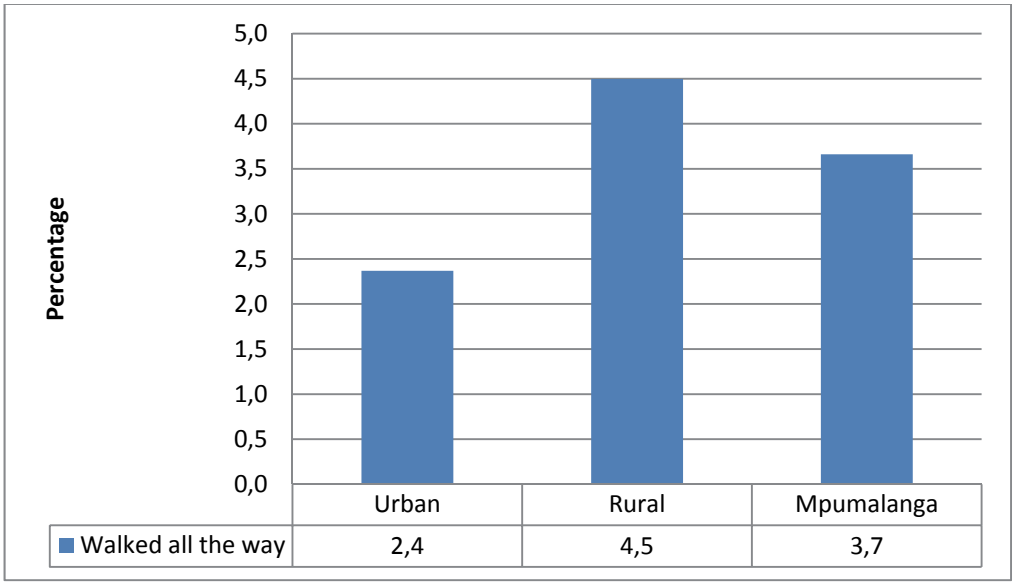
Modes of travel	Statistics (numbers in thousands)	Institution					
		Pre-school	School	Higher education institution	Further Education and Training college	Other institutions	Total
Bus	Number	3	113	7	8	1	**133**
	Per cent	2,6	10,2	38,3	22,8	8,2	**10,1**
Taxi	Number	17	102	3	15	3	**139**
	Per cent	13,7	9,1	17,5	40,8	19,4	**10,7**
Car/truck passenger	Number	21	68	2	2	*	**93**
	Per cent	16,9	6,1	12,9	5,8	*	**7,1**
Walking all the way	Number	78	819	*	10	9	**917**
	Per cent	63,0	73,5	*	27,0	66,0	**70,1**
Other	Number	5	13	5	*	1	**25**
	Per cent	3,8	1,2	29,8	*	6,4	**1,9**
Total	**Number**	**124**	**1 115**	**17**	**37**	**14**	**1 307**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

'Other' category includes car/truck driver, trains, bicycles etc.
*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Unspecified types of institutions were excluded from the total for the calculation of percentages.

Table 4.7 shows modes of travel used by learners to travel to their respective educational institutions. Slightly more than seven in ten learners who attend school (73,5%) walked all the way, followed by those who used buses to travel to schools (10,2%). Meanwhile, pre-school learners were commonly walking all the way (63%) followed by using cars/trucks as passengers (16,9%) and taxis (13,7%).

The highest proportion of learners who attended higher educational institutions used buses as their main mode of travel (38,3%), followed by taxis (17,5%). Higher educational institutions had a significant percentage of learners who used a car/truck as drivers, with more than a quarter (29,8%) of learners using another mode of travel.

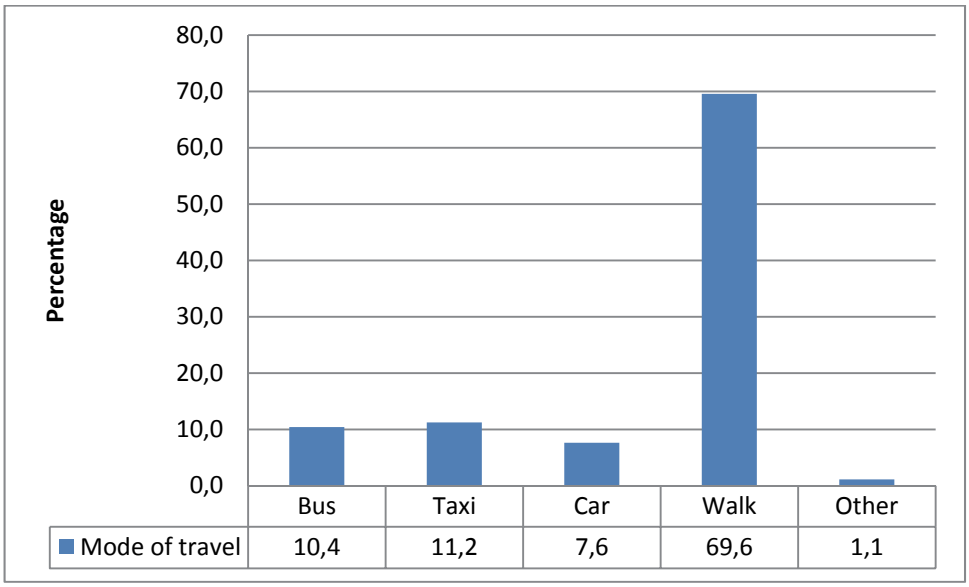
Figure 4.3: Percentage of learners walking all the way for more than 60 minutes to their educational institution by geographic location



Percentage calculated within the geographic location.

In Mpumalanga, approximately 4% of learners walked all the way (3,7%) to their educational institutions for more than 60 minutes. In rural areas, about 5% (4,5%) walked for more than 60 minutes while in the urban areas slightly more than 2% (2,4%) walked all the way to their educational institutions for more than 60 minutes.

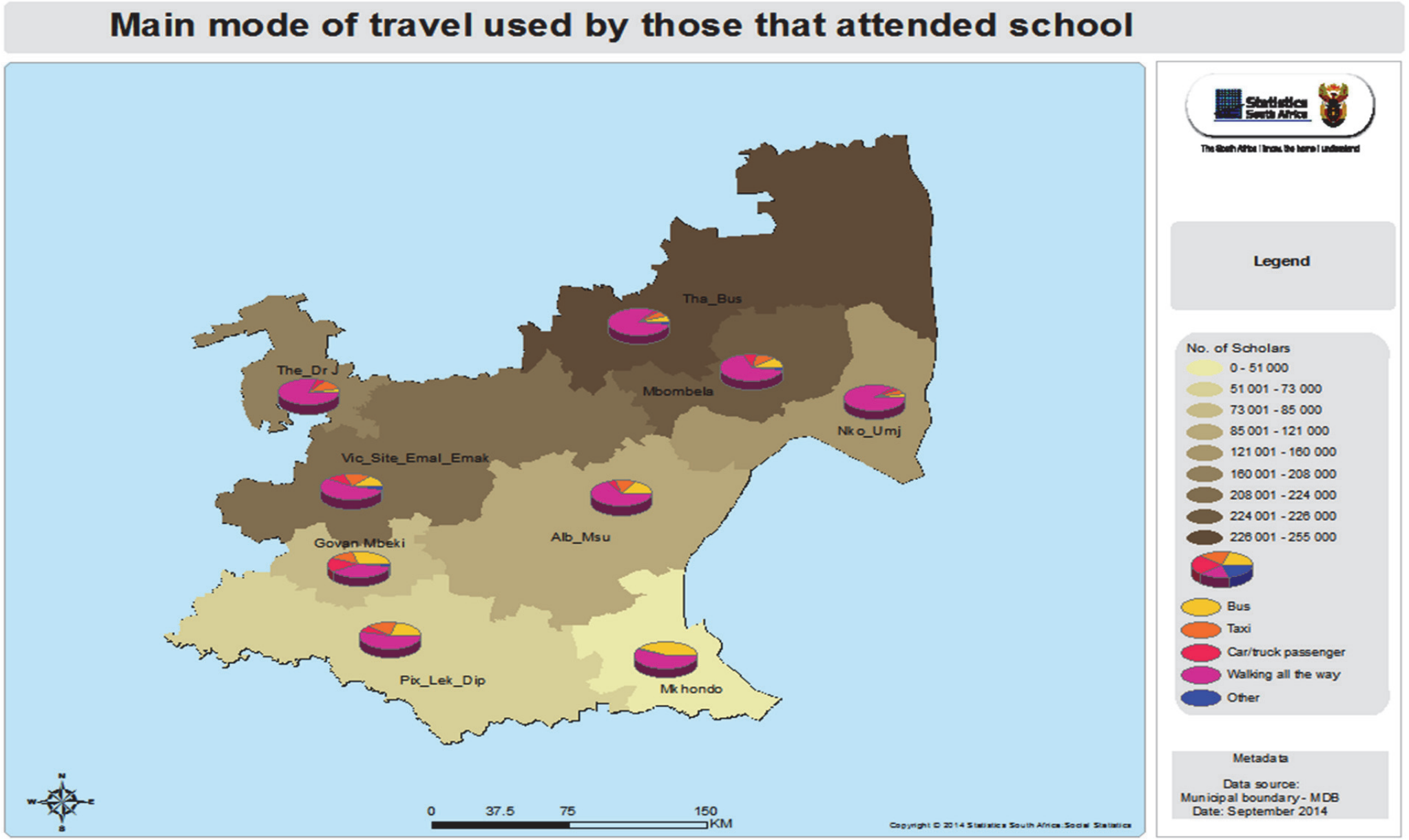
Figure 4.4: Main mode of travel to educational institution



Percentage calculated across the mode of travel.

The majority (69,6%) of learners walked all the way to their educational institutions. Taxis were the second most commonly used main mode by learners (11,2%), followed by buses (10,4%).

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

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

Municipality	Number of persons who completed the question ('000)	Attendees' time of leaving to educational Institution (per cent within municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Alb_Msu	122	6,1	17,3	73,8	2,9	**100,0**
Mkhondo	61	20,4	25,3	53,1	1,2	**100,0**
Pix_Lek_Dip	77	6,9	18,1	70,1	4,9	**100,0**
Govan Mbeki	88	13,1	21,4	60,3	5,3	**100,0**
Vic_Ste_Emal_Emak	230	9,4	18,2	65,5	6,9	**100,0**
The_Dr J	205	5,8	12,7	76,6	4,9	**100,0**
Tha_Bus	258	22,7	27,1	46,1	4,1	**100,0**
Mbombela	237	22,9	33,0	42,6	1,6	**100,0**
Nko_Umj	164	22,2	53,9	20,7	3,2	**100,0**
Mpumalanga	**1 442**	**15,2**	**25,9**	**54,9**	**4,0**	**100,0**

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

In the province, it is evident that more than half of the learners left their place of residence between 07:00 to 07:59 (54,9%), followed by those who left between 06:30 to 06:59 (25,9%), and just 4% left at 08:00 or later. Of the residents in Thembisile and Dr JS Moroka LMs, more than three-quarters (76,6%) left between 07:00 to 07:59, followed by those who left between 06:30 to 06:59 (12,7%). In Nkomazi and Umjindi LMs a different pattern was followed, where more than half of the learners left their place of residence between 06:30 to 06:59 (53,9%), followed by those who left before 06:30 (22,2%).

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
Alb_Msu	36	86,7	10,0	3,3	**100,0**
Mkhondo	4	76,1	18,2	5,7	**100,0**
Pix_Lek_Dip	30	94,6	4,4	0,9	**100,0**
Govan Mbeki	45	92,8	6,1	1,1	**100,0**
Vic_Ste_Emal_Emak	91	96,1	2,1	1,8	**100,0**
The_Dr J	35	95,3	4,0	0,7	**100,0**
Tha_Bus	30	88,9	8,8	2,4	**100,0**
Mbombela	73	92,1	7,4	0,5	**100,0**
Nko_Umj	18	93,6	6,4	*	**100,0**
Mpumalanga	**363**	**92,8**	**5,8**	**1,4**	**100,0**

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

Table 4.9 describes the time taken by learners to walk to get to their first transport by municipality. About 363 000 learners indicated that they walk to catch their first transport across the province. Close to 93% said they walked up to 15 minutes, and 5,8% said they walked between 16 to 30 minutes while 1,4% walked for 31 minutes or more to their first transport.

In Pixley Ka Seme, Lekwa and Dipaleseng LMs, of the 30 000 of learners who walked to their first transport, 94,6% of them indicated that they walked up to 15 minutes and 4,4% walked between 16 and 30 minutes. The majority of the LMs followed the same pattern: in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs learners were most likely to walk up to 15 minutes (96,1%), as well as Thembisile and Dr JS Moroka LMs (95,3%).

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
Alb_Msu	32	30	93,0	2	7,0
Mkhondo	4	4	90,5	*	*
Pix_Lek_Dip	29	29	98,5	*	*
Govan Mbeki	45	40	89,2	5	10,8
Vic_Ste_Emal_Emak	88	87	98,0	2	2,0
The_Dr J	34	33	95,5	2	4,5
Tha_Bus	28	27	98,1	*	*
Mbombela	72	66	91,1	6	8,9
Nko_Umj	18	17	97,2	*	*
Mpumalanga	**350**	**332**	**94,7**	**19**	**5,3**

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

Table 4.10 presents information of waiting time for those learners who waited for the first transport to arrive during weekdays. Of the 350 000 learners who waited for their first transport, 332 000 indicated that they waited up to 15 minutes and the remaining 19 000 waited for 16 minutes and more for their first transport to arrive.

In Govan Mbeki LM, 89,2% waited up to 15 minutes for their first transport to arrive; learners in this LM were less likely to wait for up to 15 minutes but more likely to wait for more than 15 minutes (10,5%) compared to other LMs.

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

Municipality	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within municipality)		
		Up to 15 mins	> 15 mins	Total
Alb_Msu	25	96,2	3,8	**100,0**
Mkhondo	2	64,7	35,3	**100,0**
Pix_Lek_Dip	25	100,0	*	**100,0**
Govan Mbeki	40	99,2	0,8	**100,0**
Vic_Ste_Emal_Emak	79	96,9	3,1	**100,0**
The_Dr J	36	89,8	10,2	**100,0**
Tha_Bus	25	100,0	*	**100,0**
Mbombela	72	98,0	2,0	**100,0**
Nko_Umj	17	86,5	13,5	**100,0**
Mpumalanga	**321**	**96,3**	**3,7**	**100,0**

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

Table 4.11 depicts evidence of the time it takes learners to walk to the educational institution after getting off the transport during weekdays. It is evident that in Mpumalanga more than nine in ten learners were likely to walk up to 15 minutes (96,3%) to their educational institution after getting off their transport. Close to two-thirds of learners in Mkhondo LM were more likely to walk up to 15 minutes (64,7%) after getting off their transport, while more than a third (35,3%) of learners walked 15 minutes and more to reach their educational institutions after getting of their transport.

Meanwhile, learners in Pixley Ka Seme, Lekwa and Dipaleseng LMs, and Thaba Chweu and Bushbuckridge LMs were significantly more likely to walk up to 15 minutes.

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

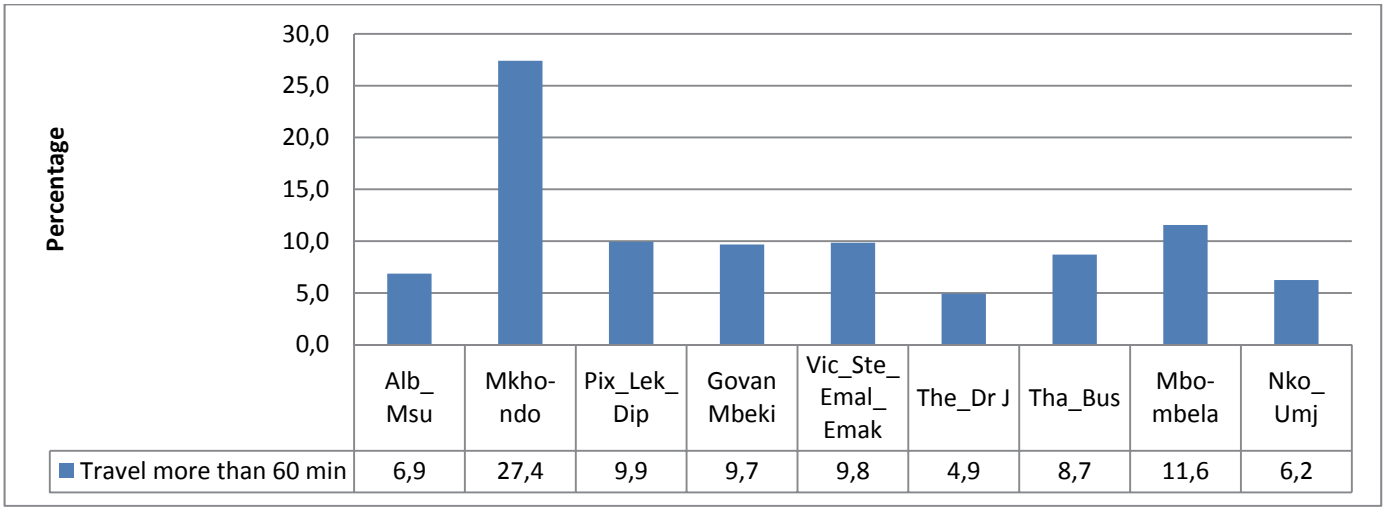
Mode and time travelled in minutes	Municipality									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus										
Mean	52	66	43	55	60	126	76	69	80	65
1–30	19,9	17,5	40,7	23,5	35,1	13,2	*	9,9	9,1	20,1
31–60	65,0	30,8	49,9	46,0	33,2	8,9	41,3	39,6	23,6	39,7
61 plus	15,1	51,7	9,5	30,5	31,8	77,8	58,7	50,5	67,3	40,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean	37	39	43	46	51	44	46	51	43	47
1–30	60,5	54,8	54,4	37,1	40,0	46,8	40,5	28,8	40,7	42,3
31–60	32,2	22,1	21,9	51,7	37,3	43,8	46,9	46,8	38,2	39,9
61 plus	7,3	23,1	23,7	11,2	22,7	9,4	12,6	24,4	21,0	17,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck passenger										
Mean	24	37	21	16	27	40	26	46	49	32
1–30	87,9	37,8	88,2	96,6	78,9	45,5	78,6	38,5	50,5	68,4
31–60	8,0	62,2	3,9	3,4	13,6	38,4	14,3	55,9	43,1	25,1
61 plus	4,1	*	7,8	*	7,6	16,1	7,1	5,6	6,5	6,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way										
Mean	30	32	27	31	26	25	32	29	32	29
1–30	71,2	66,2	80,5	70,8	76,7	80,2	67,9	76,5	68,4	73,3
31–60	23,8	24,0	14,6	26,4	21,7	18,7	26,9	19,4	28,2	23,0
61 plus	5,0	9,8	4,8	2,7	1,6	1,1	5,3	4,1	3,4	3,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.12 shows the total time travelled by learners to their educational institution. Learners who travelled with buses in Mpumalanga to educational institutions travelled on average for 65 minutes. In Thembisile and Dr JS Moroka LMs, learners who travelled with buses were likely to travel for more than two hours on average (126 minutes). The report further depicts that those who travelled by taxi were most likely to travel for about 47 minutes. In Albert Luthuli and Msukaligwa LMs, learners were more likely to travel between 1–30 minutes (60,5%) by taxis to their educational institutions, followed by those who travel between 31–60 minutes (32,2%).

Learners who walked all the way travelled for almost 30 minutes, while those who were car passengers spend more than 30 minutes to reach educational institutions.

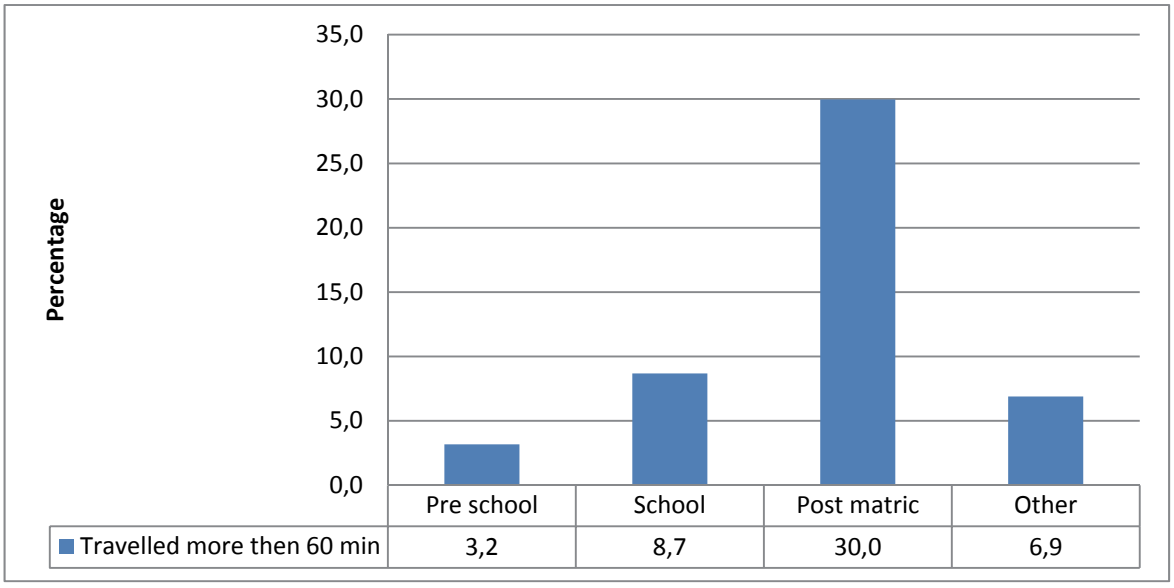
Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by municipality



Percentages calculated within municipality.

The above figure presents the percentage of learners who travelled for more than 60 minutes to reach their educational institutions. Mkhondo LM had the highest percentage of learners (27,4%) who travelled for more than 60 minutes to their educational institutions, followed by learners in Mbombela LM (11,6%). Thembisile and Dr JS Moroka LMs had the lowest percentage of learners travelling for more than 60 minutes (4,9%).

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



Percentages calculated within educational institution.

In Mpumalanga, three in ten post-matric learners were more likely to travel for more than 60 minutes (30%) while pre-school learners amounted to just 3,2%.

4.4 Monthly cost of transport

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

Mode and monthly payment in rand	Municipality (Per cent within municipality)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus										
Mean (rand)	99	169	268	260	324	192	352	501	331	283
1-100	61,2	*	*	20,6	*	*	*	*	*	5,3
101-200	38,8	*	52,8	46,2	35,9	17,9	*	5,9	*	20,8
200+	*	100,0	47,2	33,1	64,1	82,1	100,0	94,1	100,0	73,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (rand)	228	231	369	242	278	338	353	300	370	325
1-100	10,3	*	4,8	4,1	*	9,3	4,0	1,8	*	3,8
101-200	20,3	24,3	24,4	44,8	11,2	25,9	40,9	4,7	21,5	20,2
200+	69,4	75,7	70,8	51,1	88,8	64,8	55,1	93,5	78,5	76,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck passenger										
Mean (rand)	462	277	107	180	124	209	116	219	463	204
1-100	*	*	*	20,3	*	7,6	63,1	88,5	61,0	42,0
101-200	*	100,0	9,5	10,5	11,3	50,9	25,5	5,9	39,0	22,9
200+	100,0	*	90,5	69,2	88,7	41,5	11,4	5,6	*	35,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

It is shown in Table 4.13 that being a car passenger for learners was cheaper than any other modes of travel, with around R204 compared to the R325 for taxis and R283 for buses. In Mbombela LM a higher proportion of learners who used buses as a main mode paid R200 or more (94,1%), the same for taxis where they paid R200 or more (93,5%).

Learners who were car passengers in the Thaba Chweu and Bushbuckridge LMs were more likely to pay up to R100 for transport, roughly six in ten (63,1%) learners paid R100 or less; in the Nkomazi and Umjindi LMs learners paid R100 or less (61%).

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

5.1 Introduction

Workers across the Mpumalanga province use different modes of travel, from motorised to non-motorised vehicles, and from public to private transport, to reach their respective workplaces. The Department of Transport's vision in their Public Transport Strategy (2007) is to phase in a lasting legacy of Integrated Rapid Transport Service Networks in all cities and rural districts to ensure sustainable, equitable and uncongested mobility in liveable cities and districts.

As it is written in the white paper of the National Transport Policy (NTP), commuters, pensioners, the elderly, scholars, the disabled, tourists, and long-distance passengers' needs must be addressed because the service is customer-based. Some of the other issues addressed in this policy which Mpumalanga has to adhere to are: public transport must be safe, reliable and affordable to the users.
Workers' travelling patterns are summarised in this section. It will show the household income quintiles, geographical location in terms of local municipalities and which of those are urban and rural areas.

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

Indicator		Municipality									
	Statistics (numbers in thousands)	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Worker status											
Workers	Number	91	31	68	121	286	108	117	181	101	1 105
	Per cent	8,3	2,8	6,1	11,0	25,9	9,8	10,6	16,4	9,2	100,0
Disabled	Number	3	2	2	5	14	2	6	4	*	38
	Per cent	8,7	4,6	4,4	12,0	36,6	5,9	16,3	9,4	2,2	100,0
Geographic location											
Urban	Number	57	15	61	117	267	43	35	52	28	675
	Per cent	8,4	2,2	9,0	17,3	39,5	6,4	5,2	7,7	4,2	100,0
Rural	Number	34	16	7	4	19	65	82	129	73	430
	Per cent	8,0	3,6	1,6	1,0	4,5	15,1	19,2	30,0	17,0	100,0
Household income quintiles											
Quintile 1(lowest income quintile)	Number	*	*	1	*	*	4	2	4	2	15
	Per cent	5,1	1,3	6,3	2,1	6,2	25,3	10,8	25,7	17,0	100,0
Quintile 2	Number	13	13	11	12	18	27	29	25	24	171
	Per cent	7,4	7,7	6,5	7,1	10,6	15,5	17,0	14,3	13,9	100,0
Quintile 3	Number	23	8	20	14	65	28	33	58	28	279
	Per cent	8,3	3,0	7,2	5,1	23,3	10,2	11,9	21,0	10,0	100,0
Quintile 4	Number	26	4	15	33	99	30	29	45	36	318
	Per cent	8,2	1,3	4,7	10,3	31,3	9,4	9,2	14,2	11,3	100,0
Quintile 5 (highest income quintile)	Number	29	4	21	62	103	20	24	49	11	323
	Per cent	8,9	1,4	6,4	19,2	31,9	6,1	7,6	15,2	3,4	100,0

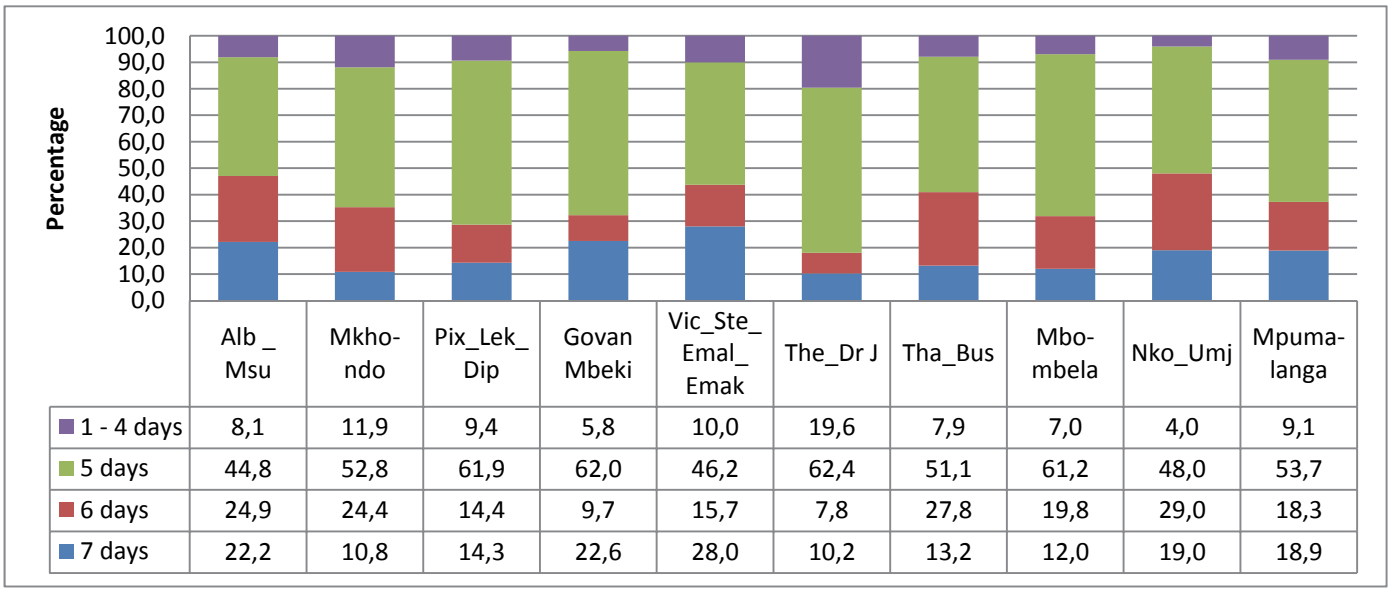
The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
- Not applicable
*Un-weighted numbers of 3 and below are too small to provide reliable estimates.

Table 5.1 indicated that, out of 1,1 million of workers in Mpumalanga, 25,9% lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs, followed by 16,4% in Mbombela LM and only 2,8% of workers lived in Mkhondo LM. About 38 000 disabled workers were identified in Mpumalanga during the

survey; 36,6% lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs and only 2,2% lived in Nkomazi and Umjindi LMs.

A significant number of workers lived in urban areas (675 000) compared to rural areas (430 000). The highest percentage of workers classified as urban come from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (39,5%) and Goven Mbeki LM (17,3%). Workers in the rural areas were mostly situated in Mbombela LM (30%).

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



	Alb _ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
1 - 4 days	8,1	11,9	9,4	5,8	10,0	19,6	7,9	7,0	4,0	9,1
5 days	44,8	52,8	61,9	62,0	46,2	62,4	51,1	61,2	48,0	53,7
6 days	24,9	24,4	14,4	9,7	15,7	7,8	27,8	19,8	29,0	18,3
7 days	22,2	10,8	14,3	22,6	28,0	10,2	13,2	12,0	19,0	18,9

Percentages calculated within municipality.

According to Figure 5.1, the majority of Mpumalanga workers (53,7%) travelled to work for five days a week, followed by 18,9% of workers who travelled for seven days a week. Only 9,1% worked for up to four days a week. Thembisile and Dr JS Moroka LMs (62,4%) had the highest percentage of workers who worked for five days a week, followed by Govan Mbeki LM (62,0%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (61,9%). Workers in Thembisile and Dr JS Moroka LMs (19,6%) were more likely to work for less than five days a week while those in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (28,0%) were more likely to work for seven days a week.

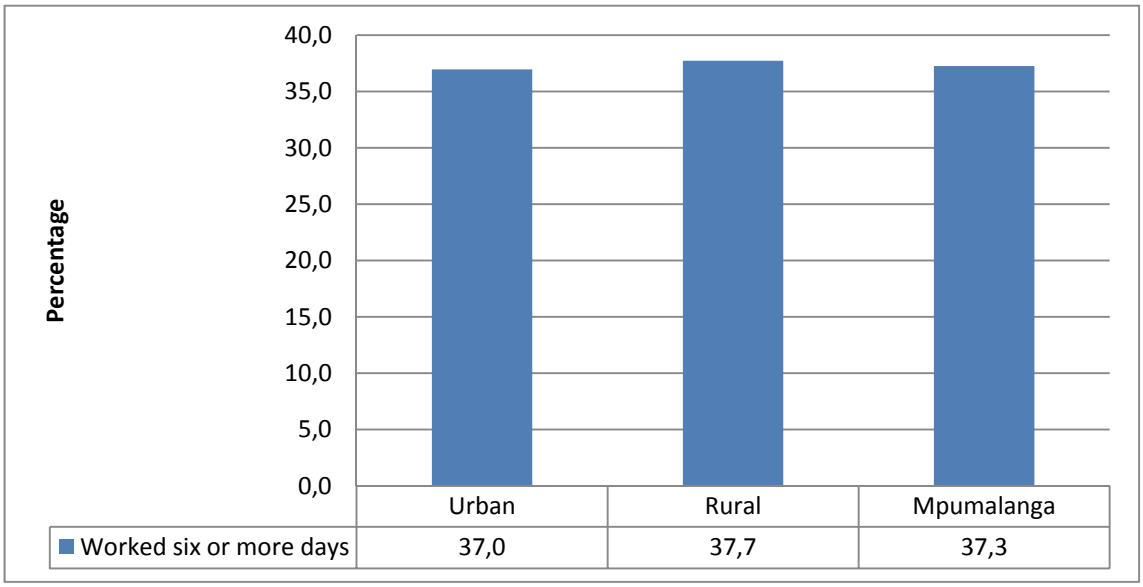
Table 5.2: Number of days travelled to place of work per week by municipality

Municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Alb_Msu	Number	7	38	40	**85**
	Per cent	8,1	44,8	47,1	**100,0**
Mkhondo	Number	3	15	10	**28**
	Per cent	11,9	52,8	35,3	**100,0**
Pix_Lek_Dip	Number	6	39	18	**63**
	Per cent	9,4	61,9	28,7	**100,0**
Govan Mbeki	Number	7	73	38	**117**
	Per cent	5,8	62,0	32,3	**100,0**
Vic_Ste_Emal_Emak	Number	27	125	118	**271**
	Per cent	10,0	46,2	43,8	**100,0**
The_Dr J	Number	20	63	18	**101**
	Per cent	19,6	62,4	18,0	**100,0**
Tha_Bus	Number	9	55	44	**108**
	Per cent	7,9	51,1	41,0	**100,0**
Mbombela	Number	12	102	53	**167**
	Per cent	7,0	61,2	31,9	**100,0**
Nko_Umj	Number	4	46	46	**95**
	Per cent	4,0	48,0	48,0	**100,0**
Mpumalanga	**Number**	**94**	**556**	**386**	**1 035**
	Per cent	**9,1**	**53,7**	**37,3**	**100,0**
Geographic location					
Urban	Number	53	349	236	**638**
	Per cent	8,3	54,7	37,0	**100,0**
Rural	Number	41	207	150	**397**
	Per cent	10,3	52,0	37,7	**100,0**

*Percentages calculated within municipalities.

According to Table 5.2, most workers (556 000 of 1 million workers) travelled for five days a week to their workplace in Mpumalanga, followed by 386 000 who travelled for more than five days and only 94 000 workers travelled for less than five days to their work place. Nearly half of the workers in Albert Luthuli and Msukaligwa LMs (47,1%) travelled for more than five days to their work place, followed by 44,8% of those who travelled for five days and only 8,1% who travelled for less than five days.

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



*Percentages calculated within municipalities.

It is evident from Figure 5.2 that 37,3% of the workers in Mpumalanga worked for six or more days a week. Workers in rural areas (37,7%) were more likely to work for six or more days a week compared to workers in urban areas (37,0%).

5.2 Modes of travel

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

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

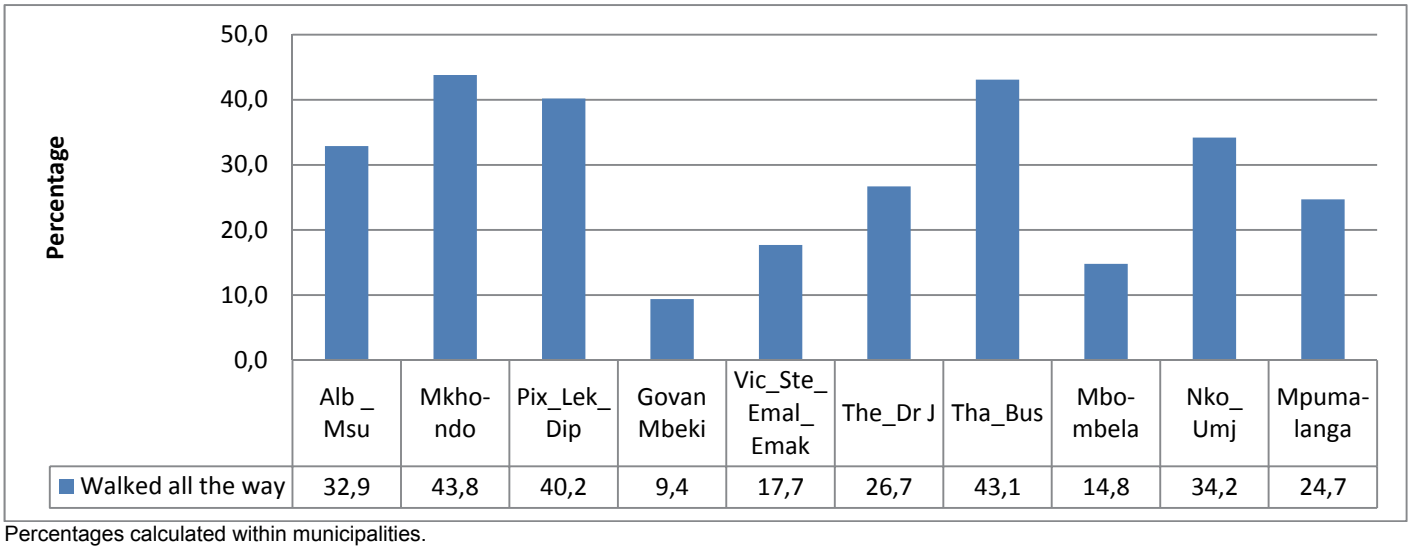
Indicator	Statistics (numbers in thousands)	Main mode					
		Bus	Taxi	Car/truck company car driver	Car/truck passenger	Walk all the way	Other
Municipality							
Alb_Msu	Number	3	12	32	9	28	*
	Per cent	3,3	14,5	38,1	10,3	33,7	*
Mkhondo	Number	*	3	9	3	13	*
	Per cent	*	10,4	30,6	9,0	44,6	*
Pix_Lek_Dip	Number	3	7	15	5	26	5
	Per cent	4,9	12,3	26,7	9,0	46,4	0,7
Govan Mbeki	Number	23	23	47	8	11	1
	Per cent	20,5	20,5	41,2	7,2	9,8	0,9
Vic_Ste_Emal_Emak	Number	34	80	74	17	49	4
	Per cent	13,1	31,1	28,4	6,6	19,0	1,7
The_Dr J	Number	43	11	13	3	27	*
	Per cent	44,2	11,0	13,0	3,4	28,0	*
Tha_Bus	Number	16	22	17	7	49	*
	Per cent	14,1	19,8	15,7	6,4	43,8	*
Mbombela	Number	67	30	31	11	25	*
	Per cent	40,6	18,4	19,0	6,5	15,5	*
Nko_Umj	Number	25	12	11	7	34	*
	Per cent	27,4	13,3	12,4	8,3	37,9	*
Mpumalanga	**Number**	**213**	**201**	**249**	**70**	**263**	**8**
	Per cent	**21,3**	**20,0**	**24,8**	**7,0**	**26,2**	**0,8**
Workers and disability status							
Total number of workers	Number	213	201	249	70	263	6
	Per cent	21,3	20,0	24,8	7,0	26,2	0,6
Disabled workers	Number	3	8	7	3	11	*
	Per cent	8,9	25,9	21,3	8,4	33,9	*
Geographic location of workers							
Urban workers	Number	84	146	199	45	138	5
	Per cent	13,6	23,7	32,3	7,3	22,3	0,8
Rural workers	Number	148	63	57	29	143	3
	Per cent	33,5	14,2	12,8	6,5	32,3	0,6
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	3	*	*	*	6	*
	Per cent	25,8	*	*	*	58,4	*
Quintile 2	Number	29	27	12	9	73	2
	Per cent	18,9	17,5	8,0	6,0	48,1	1,5
Quintile 3	Number	70	51	21	21	88	4
	Per cent	27,4	20,0	8,1	8,2	34,6	1,8
Quintile 4	Number	67	74	63	18	66	5
	Per cent	22,9	25,3	21,4	6,0	22,6	1,8
Quintile 5 (highest income quintile)	Number	45	49	184	22	29	2
	Per cent	13,6	14,7	55,5	6,7	8,9	0,6

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

In Mpumalanga, more than a quarter (26,2%) of workers walked all the way to their work places, followed by those who drove a car/truck (24,8%) and bus users at 21,3% as their mode of travel. Thembisile and Dr JS Moroka LMs and Mbombela LM had 44,2% and 40,6% of workers respectively using buses as their main mode of travel. Govan Mbeki (41,2%) workers drove cars/trucks to work, followed by both taxi and bus at 20,5% as the main mode of travel. Of those workers who are disabled,

33,9% walked all the way to their respective workplaces, followed by those who used taxis (25,9%) and only 8,9% of disabled workers used buses as their main mode of travel.

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



Percentages calculated within municipalities.

Figure 5.3 shows that 24,7% of workers in Mpumalanga walked all the way to their workplace. Walking all the way was more likely to occur in Mkhondo LM (43,8%), Thaba Chweu and Bushbuckridge LMs (43,1%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (40,2%) than any other municipalities in the province.

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

Municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Alb_Msu	2	12	**14**
Mkhondo	*	2	**3**
Pix_Lek_Dip	2	6	**9**
Govan Mbeki	23	23	**46**
Vic_Ste_Emal_Emak	33	80	**114**
The_Dr J	43	10	**53**
Tha_Bus	15	21	**37**
Mbombela	66	30	**97**
Nko_Umj	24	11	**36**
Mpumalanga	**213**	**200**	**414**
% of all public transport trips	**51,5**	**48,5**	**100,0**

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

A total of 414 000 trips were taken using public transport (bus and taxi). According to Table 5.4, it was evident that the majority of workers who are public transport users, used buses (51,5%) followed by 48,5% of taxi users.

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 MP	% within municipality	Number ('000)	% within MP	% within municipality	Number ('000)	% within MP	% within municipality
Alb_Msu	28	10,8	32,9	*	*	*	19	9,0	32,5
Mkhondo	13	4,8	43,8	*	*	*	5	2,3	30,7
Pix_Lek_Dip	26	9,9	40,2	*	*	*	12	5,9	32,2
Govan Mbeki	11	4,2	9,4	1	13,3	0,9	46	22,2	43,3
Vic_Ste_Emal_Emak	49	18,7	17,7	4	54,3	1,8	62	29,9	27,7
The_Dr J	27	10,4	26,7	*	*	*	11	5,5	15,4
Tha_Bus	49	18,5	43,1	*	*	*	13	6,4	20,7
Mbombela	25	9,7	14,8	*	*	*	29	14,0	19,7
Nko_Umj	34	13,0	34,2	*	*	*	10	4,8	15,4
Mpumalanga	**263**	**100,0**	**24,7**	**7**	**100,0**	**0,9**	**208**	**100,0**	**26,2**
Geographic location									
Urban	138	52,3	21,1	4	57,6	0,8	171	82,3	33,4
Rural	125	47,7	30,6	3	42,4	1,1	37	17,7	13,1

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

Table 5.5 indicates the workers who walked, cycled and drove all the way to their respective workplaces. Of the 263 000 workers who walked all the way to their workplace, 18,7% lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs, followed by 18,5% in Thaba Chweu and Bushbuckridge LMs. Govan Mbeki LM (4,2%) had the lowest percentage of workers who walked all the way to work. Only 7 000 workers cycled all the way to work in Mpumalanga.

More than half (54,3%) of the workers who cycled all the way to work were found in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs. There were 208 000 workers who drove all the way to their workplace; 29,9% lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs, and Mkhondo LM (2,3%) had the least number of workers who drove to their workplace.

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

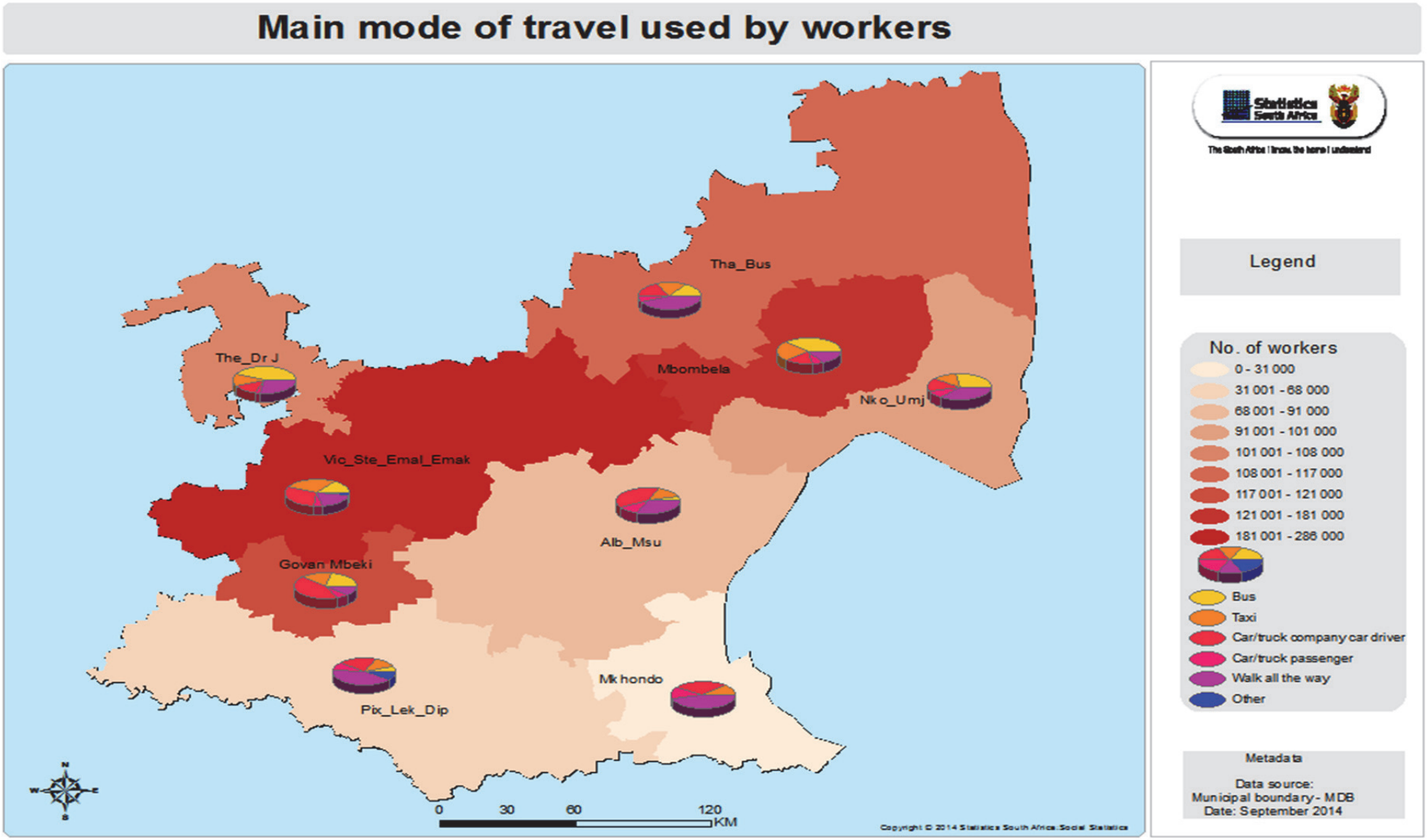
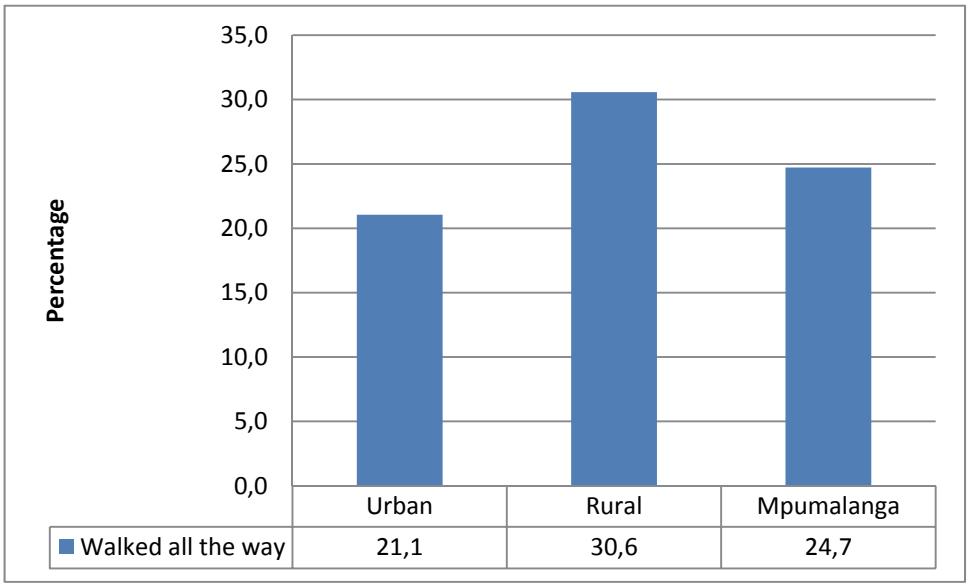


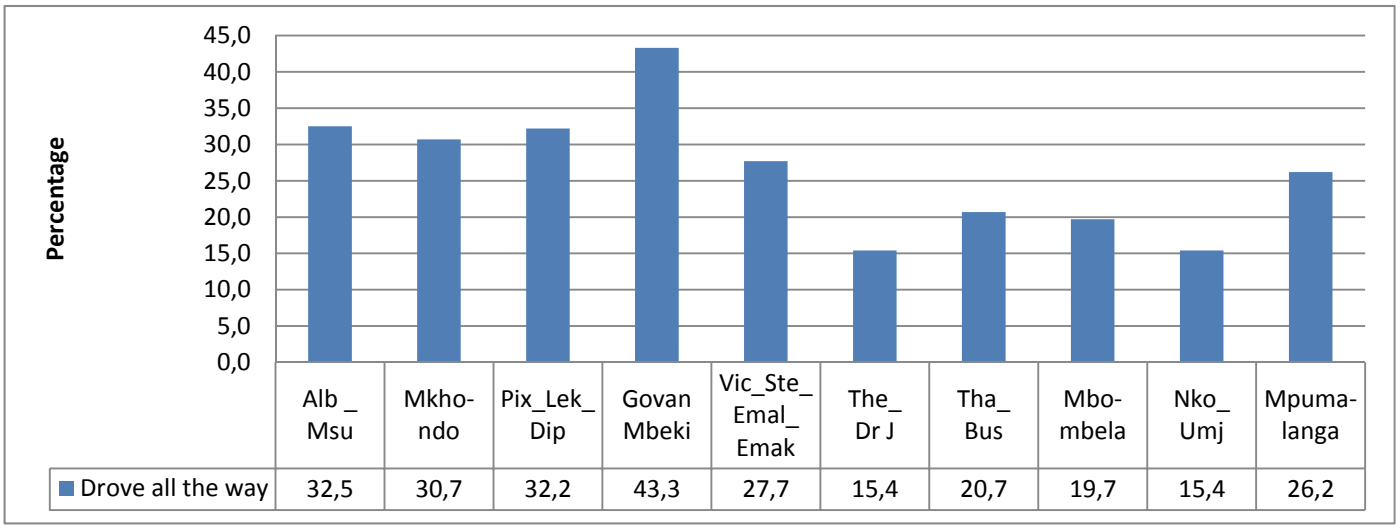
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within municipalities.

Figure 5.4 reflects that workers in rural areas (30,6%) were more likely to walk all the way to their place work than workers in urban areas (21,1%).

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



Percentages calculated within municipalities.

More than a quarter of workers in Mpumalanga (26,2%) drove all the way to their workplace. Govan Mbeki LM (43,3%) had the highest percentage of workers who drove all the way to their place of work, followed Albert Luthuli and Msukaligwa LMs (32,5%).

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

Municipality	Statistics (numbers in thousands)	Mode of travel			
		Car/ bakkie	Minibus (private)	Other	Total
Alb_Msu	Number	15	*	2	**17**
	Per cent	89,6	*	10,4	**100,0**
Mkhondo	Number	4	*	*	**4**
	Per cent	90,3	*	*	**100,0**
Pix_Lek_Dip	Number	11	*	1	**12**
	Per cent	88,3	*	10,5	**100,0**
Govan Mbeki	Number	45	*	*	**46**
	Per cent	98,2	*	*	**100,0**
Vic_Ste_Emal_Emak	Number	55	2	3	**60**
	Per cent	91,5	3,9	4,6	**100,0**
The_Dr J	Number	8	1	2	**11**
	Per cent	70,3	11,4	18,4	**100,0**
Tha_Bus	Number	10	*	*	**11**
	Per cent	89,9	*	*	**100,0**
Mbombela	Number	25	*	*	**27**
	Per cent	93,4	*	*	**100,0**
Nko_Umj	Number	7	*	*	**10**
	Per cent	72,7	*	*	**100,0**
Mpumalanga	**Number**	**180**	**7**	**11**	**199**
	Per cent	**90,7**	**3,7**	**5,6**	**100,0**

'Other' category includes truck/lorry, motorcycle/scooter etc.

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

Table 5.6 gives the picture of workers' modes of travel that drove all the way to their place of work. About 91% of workers drove cars or bakkies to their workplace and 3,7% drove private minibuses.

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

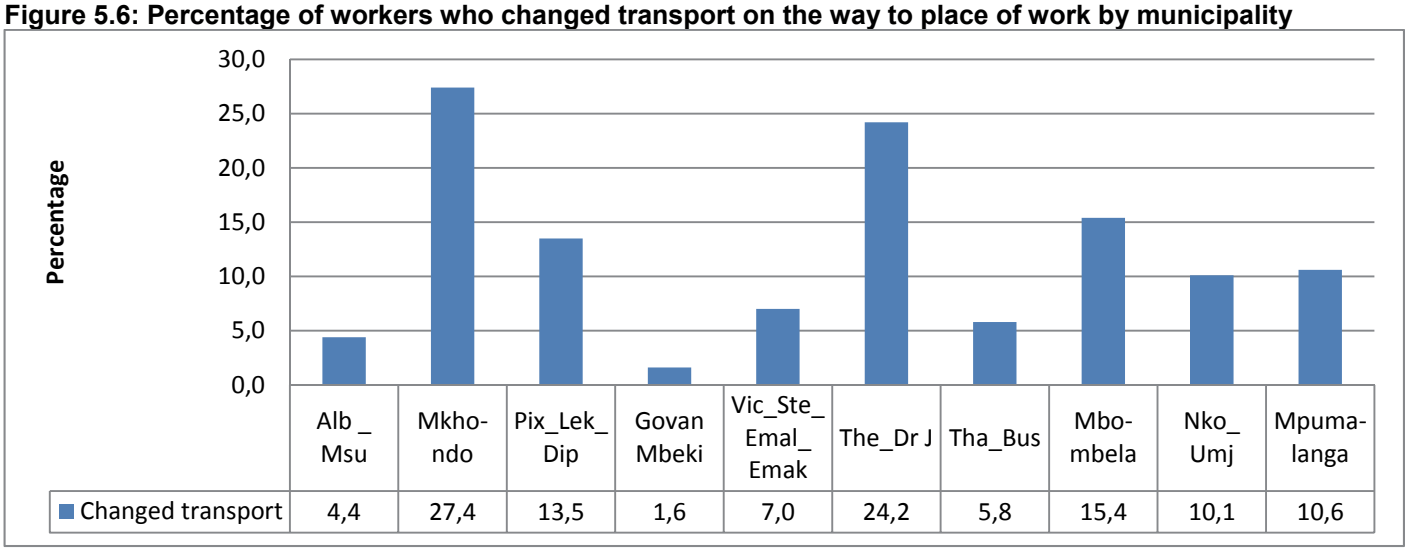
Municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within municipality	Per cent within MP
Alb_Msu	37	2	4,4	2,7
Mkhondo	10	3	27,4	4,7
Pix_Lek_Dip	23	3	13,5	5,3
Govan Mbeki	59	*	*	1,6
Vic_Ste_Emal_Emak	153	11	7,0	18,3
The_Dr J	61	15	24,2	25,1
Tha_Bus	49	3	5,8	4,9
Mbombela	111	17	15,4	29,3
Nko_Umj	47	5	10,1	8,1
Mpumalanga	**549**	**58**	**10,6**	**100,0**
Geographic location				
Urban	320	30	9,3	51,0
Rural	229	29	12,5	49,0

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

In Mpumalanga, 58 000 workers had changed transport at least once to their workplace. Mbombela LM (29,3%) had the highest percentage of workers who changed transport to the workplace, followed by

Thembisile and Dr JS Moroka LMs (25,1%). Albert Luthuli and Msukaligwa LMs (2,7%) and Govan Mbeki LM (1,6%) had the least percentages of workers changing transport. Workers in Mkhondo LM were more likely to change transport on their way to work (27,4%).

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



Percentages calculated within municipalities.

About one in ten (10,6%) workers in Mpumalanga changed mode of travel to their workplace. Mkhondo LM (27,4%) had the highest percentage of workers who changed transport, followed by Thembisile and Dr JS Moroka LMs (24,2%) and Mbombela (15,4%).

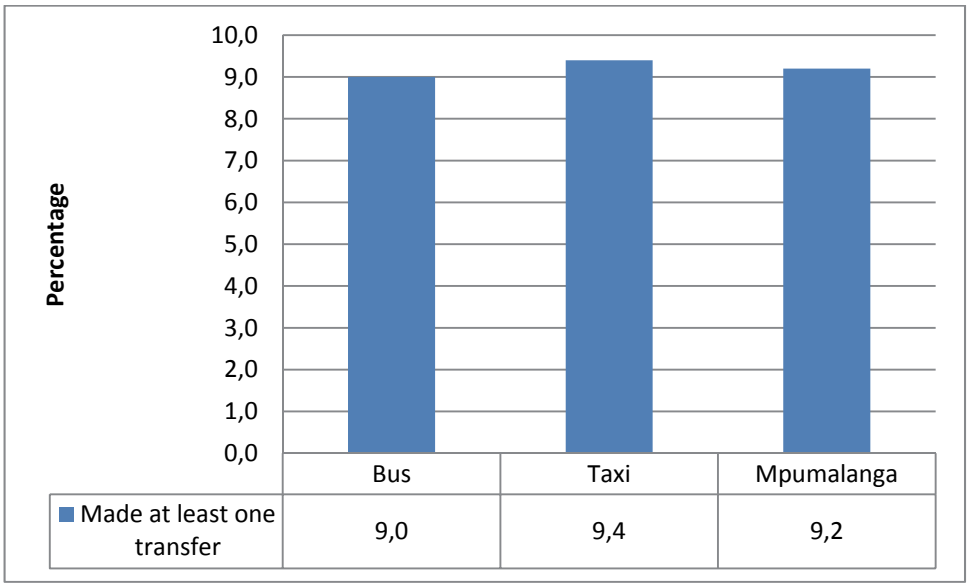
Table 5.8: Number of transfers made by public transport users

Main mode of travel	No of transfers (percentage of trips)	
	0	**1 plus**
Bus	91,0	9,0
Taxi	90,6	9,4
Total	**90,8**	**9,2**

Percentages calculated within mode of travel.

More than nine out of ten (90,8%) of public transport users in Mpumalanga did not change transport to their workplace, while 9,2% of workers changed transport at least once.

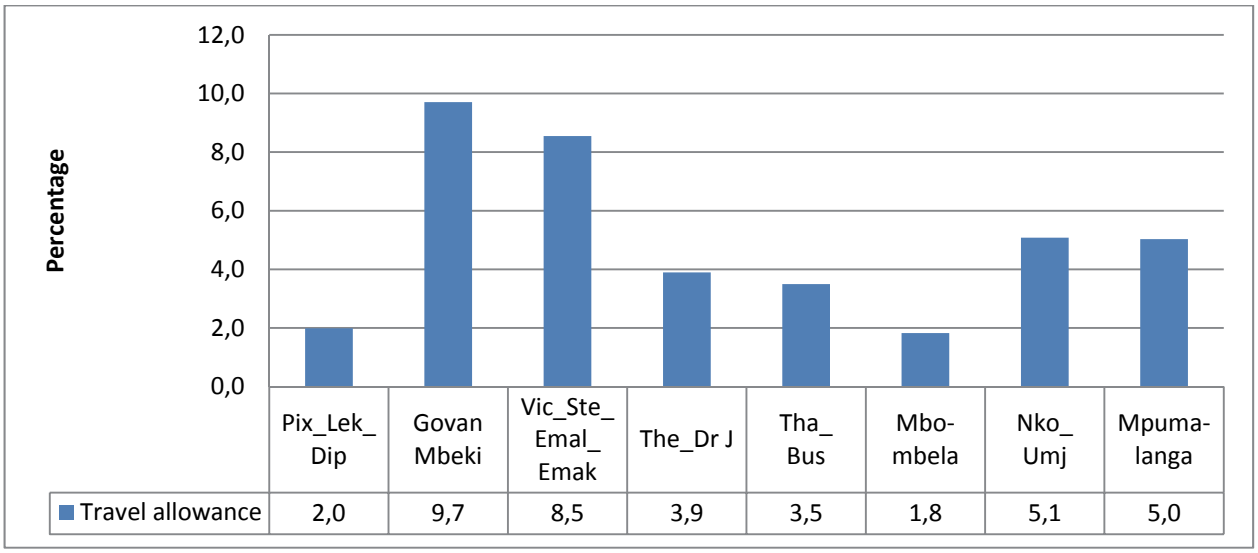
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentages calculated within mode of travel.

Figure 5.7 shows that 9,2% workers who used public transport made at least one transfer from one mode of travel to another. More workers who made at least one public transport transfer used taxis.

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



Percentages calculated within municipalities.

Five per cent of workers received travel allowances as indicated in Figure 5.8. Workers in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs were the most likely to receive travel allowances from their employers (8,5%). Mbombela LM (1,8%) had the lowest percentage of workers who received travel allowances.

5.3 Departure, waiting, arrival and total travel times

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

Table 5.9: Time workers leave for work by municipality

Municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Alb_Msu	82	13,6	25,8	29,1	22,2	9,3	**100,0**
Mkhondo	28	16,0	30,9	23,8	21,9	7,4	**100,0**
Pix_Lek_Dip	60	15,4	17,8	24,2	35,1	7,5	**100,0**
Govan Mbeki	112	25,1	21,9	13,8	26,9	12,4	**100,0**
Vic_Ste_Emal_Emak	255	30,2	20,5	15,1	24,2	9,9	**100,0**
The_Dr J	93	51,2	12,5	6,5	20,4	9,3	**100,0**
Tha_Bus	110	21,5	19,1	22,8	26,0	10,5	**100,0**
Mbombela	161	39,2	19,3	14,8	17,8	8,9	**100,0**
Nko_Umj	86	40,9	18,1	15,7	19,5	5,9	**100,0**
Mpumalanga	**986**	**30,4**	**19,9**	**17,0**	**23,3**	**9,4**	**100,0**
Geographic location							
Urban	605	26,5	19,5	16,7	27,3	10,1	**100,0**
Rural	381	36,6	20,6	17,4	17,1	8,4	**100,0**

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

About 30,4% of workers in Mpumalanga left their place of residence before 06:00 in the morning to their workplaces. Thembisile and Dr JS Moroka LMs had more than half (51,1%) of workers leaving before 06:00, followed by those who left between 07:00 and 07:59 (20,4%). Three in ten (30,9%) workers in Mkhondo LM left between 06:00 and 06:29, followed by those who left between 06:30 and 06:59 (23,8%). More than a quarter of workers (27,3%) in the urban areas left their residential places between 07:00 and 07:59, followed by those who left before 06:00 to their workplaces (26,5%). However, in rural areas, the highest percentage of workers left before 06:00 (36,6%) and only 8,4% of workers in rural areas left 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
Alb_Msu	82	4,3	7,7	15,0	55,8	17,3	**100,0**
Mkhondo	28	7,1	8,9	20,7	41,5	21,7	**100,0**
Pix_Lek_Dip	60	4,6	6,3	16,2	53,4	19,5	**100,0**
Govan Mbeki	112	7,8	11,3	22,6	40,2	18,1	**100,0**
Vic_Ste_Emal_Emak	255	12,6	10,0	19,5	37,7	20,2	**100,0**
The_Dr J	93	5,4	12,2	13,4	44,7	24,3	**100,0**
Tha_Bus	110	4,2	3,9	14,9	60,9	16,1	**100,0**
Mbombela	161	7,7	14,8	17,6	40,6	19,3	**100,0**
Nko_Umj	86	10,6	18,3	12,9	46,2	12,0	**100,0**
Mpumalanga	**986**	**8,1**	**10,7**	**17,4**	**45,0**	**18,8**	**100,0**
Geographc location							
Urban	605	8,5	10,8	17,7	43,2	19,7	**100,0**
Rural	381	7,6	10,6	16,7	47,8	17,3	**100,0**

Percentages calculated within municipalities.

Table 5.10 indicates the arrival time of workers at their working places. In the province, 45,0% of workers arrived at work between 07:00 and 07:59 in the morning. Workers in Thaba Chweu and Bushbuckridge LMs (60,9%), Albert Luthuli and Msukaligwa LMs (55,8%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (53,4%) had the majority of workers arriving at work between 07:00 and 07:59.

Nearly 19% of workers in the province arrived at work at 08:00 or later. Workers in Thembisile and Dr JS Moroka LMs (24,3%), Mkhondo LM (21,7%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (20,2%) were more likely to arrive at work during this period. The same trend was evident in the rural and urban areas, where workers in rural (47,8%) and urban areas (43,2%) were more likely to arrive at their workplace between 07:00 and 07:59, following by those who arrived at 08:00 or later, urban (19,7%) and rural (17,3%).

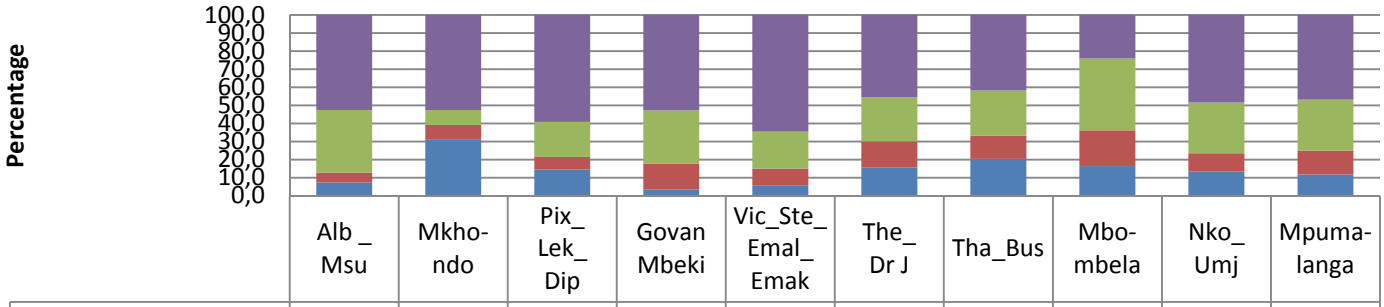
Table 5.11: Workers by municipality and walking time to the first public transport

Municipality	Number of workers who walked to first public transport ('000)	Walking time to first public transport (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Alb_Msu	13	52,6	34,6	5,5	7,3	**100,0**
Mkhondo	3	52,5	8,3	8,2	31,0	**100,0**
Pix_Lek_Dip	9	59,1	19,4	6,9	14,5	**100,0**
Govan Mbeki	43	52,7	29,6	14,3	3,4	**100,0**
Vic_Ste_Emal_Emak	104	64,5	20,4	9,3	5,8	**100,0**
The_Dr J	45	45,6	24,4	14,4	15,6	**100,0**
Tha_Bus	33	41,8	24,9	12,8	20,4	**100,0**
Mbombela	93	24,1	39,7	19,7	16,5	**100,0**
Nko_Umj	33	48,4	28,0	10,2	13,4	**100,0**
Mpumalanga	**374**	**46,9**	**28,1**	**13,2**	**11,8**	**100,0**

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

Table 5.11 shows the time taken by workers to walk to their first public transport. Provincially, 46,9% of workers walked for up to five minutes, and about 12% walked for more than 15 minutes. The same pattern was followed across municipalities except for Mbombela LM, where the majority of workers walked for 6–10 minutes to their first transport (39,7%).

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



	Alb _ Msu	Mkho-ndo	Pix_ Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_ Dr J	Tha_Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
Up to 5 minutes	52,6	52,5	59,1	52,7	64,5	45,6	41,8	24,1	48,4	46,9
6 - 10 minutes	34,6	8,3	19,4	29,6	20,4	24,4	24,9	39,7	28,0	28,1
11 - 15 minutes	5,5	8,2	6,9	14,3	9,3	14,4	12,8	19,7	10,2	13,2
More than 15 minutes	7,3	31,0	14,5	3,4	5,8	15,6	20,4	16,5	13,4	11,8

*Percentages calculated within municipalities.

Figure 5.9 shows the time workers walked to their first public transport. About 47% of the workers indicated that they walked for up to five minutes (46,9%), followed by those who walked between 6–10 minutes (28,1%). In Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs, more than two-thirds of workers reported to have walked up to five minutes (64,5%), followed by those who walked between 6-10 minutes (20,4%). In Mbombela LM a different pattern was drawn where close to 40% workers have indicated that their walking time to the first public transport was between 6–10 minutes (39,7%), followed by those who walked up to five minutes (24,1%). Workers in Mkhondo LM (31,0%) were more likely to walk for more than 15 minutes to their first public transport.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Bus	187	37,8	32,6	13,4	16,2	**100,0**
Taxi	185	56,0	23,7	13,3	7,0	**100,0**
Total	**372**	**46,9**	**28,2**	**13,3**	**11,6**	**100,0**

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

Table 5.12 shows workers' walking time to their first public transport by mode of transport. The majority of workers that are using taxis (56%) walked for up to five minutes to get to the first taxi, and only 7% walked for more than 15 minutes. For bus users, 37,8% of workers walked for up to five minutes to get to the bus, followed by 32,6% who walked between 6–10 minutes and 16,2% of bus user workers walked for more than 15 minutes. Bus users were more likely to walk for more than 15 minutes to their first transport than taxi users.

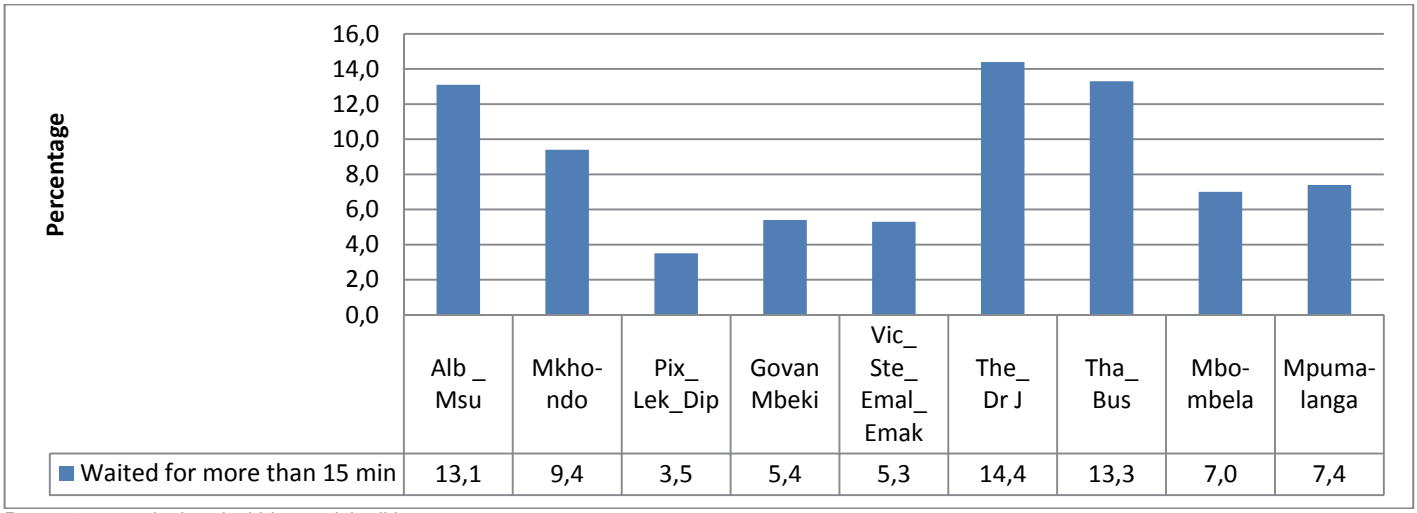
Table 5.13: Waiting time for first public transport (bus and taxi) by municipality

Municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within municipality)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Alb_Msu	13	61,4	17,2	8,3	13,1	**100,0**
Mkhondo	3	72,2	10,2	8,2	9,4	**100,0**
Pix_Lek_Dip	8	63,9	14,0	18,6	3,5	**100,0**
Govan Mbeki	42	63,7	29,0	1,9	5,4	**100,0**
Vic_Ste_Emal_Emak	103	69,5	18,6	6,7	5,3	**100,0**
The_Dr J	44	55,1	25,3	5,2	14,4	**100,0**
Tha_Bus	32	52,3	26,0	8,4	13,3	**100,0**
Mbombela	89	60,5	24,5	8,0	7,0	**100,0**
Nko_Umj	30	64,3	32,1	3,5	*	**100,0**
Mpumalanga	**365**	**62,5**	**23,6**	**6,5**	**7,4**	**100,0**

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

The majority of workers in Mpumalanga waited for their first public transport for up to five minutes (62,5%) and only 7,4% of workers waited for more than 15 minutes. Workers in Mkhondo LM (72,2%), Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (69,5%) and Nkomanzi and Umjindi LMs (64,3%) were more likely to wait for up to five minutes for their first transport.

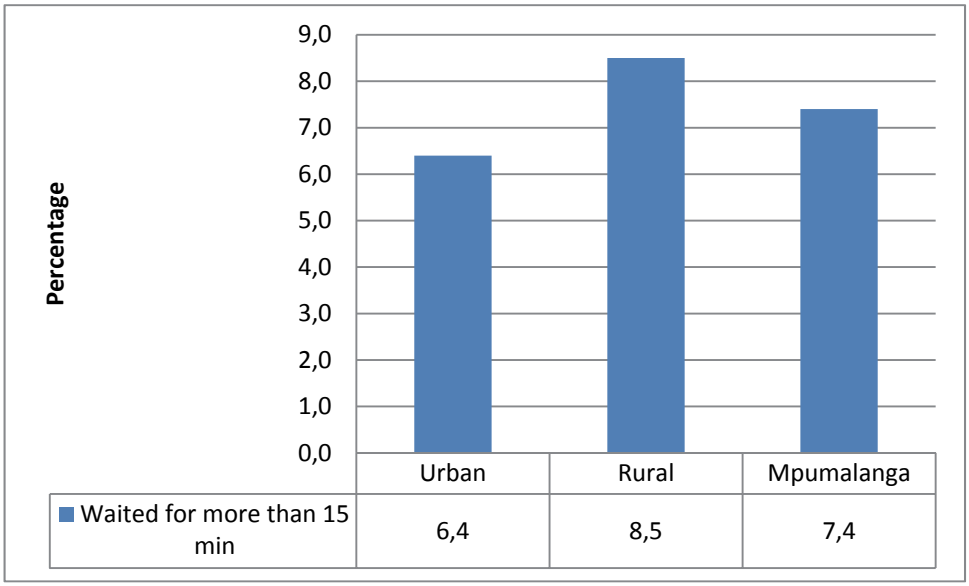
Figure 5.10: Percentage of workers who waited for more than 15 minutes for the first public transport by municipality



Percentages calculated within municipalities.

Figure 5.10 presents workers who waited for more than 15 minutes for their first public transport. It is evident that 7,4% of the workers in the province waited for more than 15 minutes for the first public transport to arrive. Thembisile and Dr JS Moroka LMs (14,4%) had the highest percentage of workers who waited for more than 15 minutes for their public transport to arrive. Workers in Pixley Ka Seme, Lekwa and Dipaleseng LMs were the least likely to wait for more than 15 minutes.

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



Percentages calculated within geographic location.

Figure 5.11 shows that residents in rural areas (8,5%) are most likely to wait for more than 15 minutes for their first public transport to arrive.

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

Municipality	Mode of travel									
	Bus					Taxi				
		Per cent in MP					Per cent in MP			
	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min
Alb_Msu	**2**	0,2	1,5	10,1	*	**11**	6,5	4,0	2,4	13,4
Mkhondo	*	0,2	*	*	2,2	**3**	1,7	0,9	1,4	*
Pix_Lek_Dip	**2**	1,0	*	6,6	2,1	**6**	3,5	3,2	6,3	*
Govan Mbeki	**21**	11,8	13,4	6,5	7,8	**21**	11,8	15,7	2,2	10,1
Vic_Ste_Emal_Emak	**27**	13,7	20,0	20,5	5,8	**75**	48,1	25,6	32,1	37,2
The_Dr J	**35**	15,6	19,3	31,1	43,2	**9**	5,9	3,3	1,9	1,6
Tha_Bus	**14**	7,8	5,0	*	19,3	**19**	7,0	16,6	15,6	14,2
Mbombela	**59**	37,4	26,6	25,3	19,6	**29**	10,5	23,1	31,9	23,4
Nko_Umj	**21**	12,2	14,2	*	*	**10**	5,0	7,6	6,1	*
Mpumalanga	**181**	**100,0**	**100,0**	**100,0**	**100,0**	**182**	**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 municipalities, within Mpumalanga.

Table 5.14 summarises the time workers had to wait for their first public transport by mode of transport. It is evident that more than a third of workers (37,4%) that wait for the first bus for up to five minutes were in Mbombela LM. For taxi users, Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (48,1%) had the highest proportion of workers that waited for up to five minutes for the first taxi. A different pattern was followed in Mbombela LM where workers were more likely to wait for 11–15 minutes (31,9%).

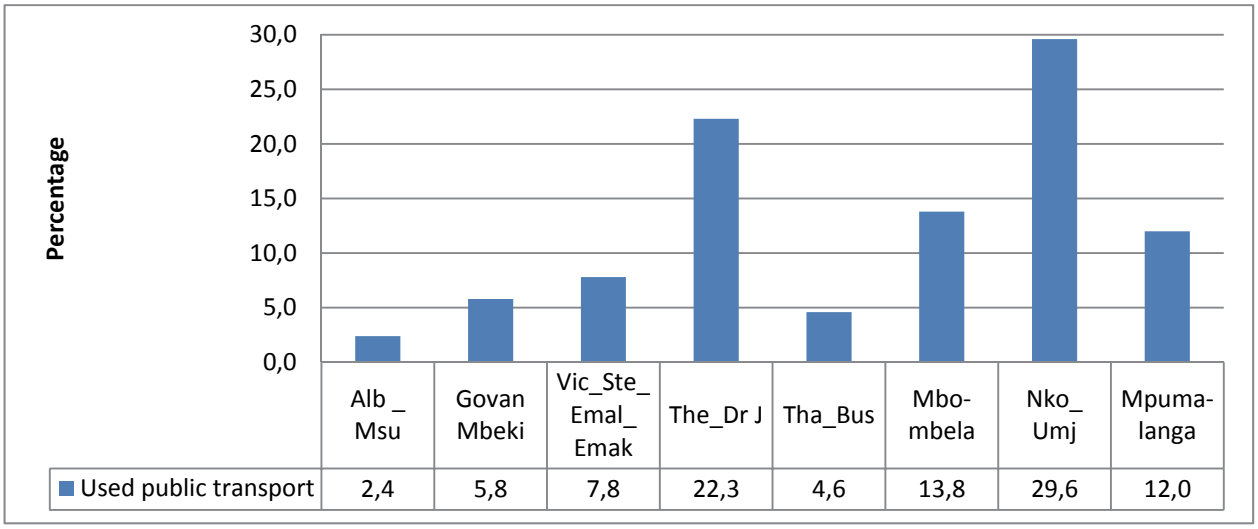
Table 5.15: Walking time at the end of the work trip using public transport (bus and taxi) by municipality

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
Alb_Msu	11	75,8	18,6	3,2	2,4	**100,0**
Mkhondo	3	80,1	19,9	*	*	**100,0**
Pix_Lek_Dip	7	67,1	2,9	30,0	*	**100,0**
Govan Mbeki	35	63,1	20,9	10,2	5,8	**100,0**
Vic_Ste_Emal_Emak	89	67,4	17,8	7,0	7,8	**100,0**
The_Dr J	39	32,3	25,5	20,0	22,3	**100,0**
Tha_Bus	30	71,8	20,8	2,7	4,6	**100,0**
Mbombela	86	35,7	32,4	18,1	13,8	**100,0**
Nko_Umj	27	34,6	33,9	1,9	29,6	**100,0**
Mpumalanga	**328**	**52,5**	**24,2**	**11,3**	**12,0**	**100,0**

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

Table 5.15 shows that more than half of the workers (52,5%) in Mpumalanga walked for up to five minutes to their workplace after being dropped off by their public transport. Workers in Mkhondo LM (80,1%) were more likely to walk for up to five minutes and workers in Nkomazi and Umjindi LM (29,6%) were more likely to walk for more than 15 minutes to their place of work after being dropped off by public transport.

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



Percentages calculated within municipalities.

Figure 5.12 illustrates workers who walked for more than 15 minutes at the end of the trip to reach their place of work. About 12% of workers in Mpumalanga walked for more than 15 minutes at the end of their trip to reach their workplace. Workers in Nkomazi and Umjindi LMs were more likely to walk 15 minutes or more at the end of their trip to reach their place of work with approximately 30% (29,6%). Workers in Albert Luthuli and Msukaligwa LMs accounted for the least at just 2,4%.

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

Municipality	Transport mode									
	Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	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
Alb_Msu	**1**	1,2	0,6	1,3	*	**10**	6,4	5,6	*	2,0
Mkhondo	*	0,5	0,6	*	*	**2**	1,6	0,9	*	*
Pix_Lek_Dip	*	0,3	*	2,7	*	**6**	3,8	0,7	13,1	*
Govan Mbeki	**16**	17,2	7,1	10,1	1,0	**20**	11,1	12,9	9,3	14,0
Vic_Ste_Emal_ Emak	**17**	24,5	4,2	5,4	2,3	**72**	39,8	45,8	46,0	49,9
The_Dr J	**31**	12,4	18,4	28,0	29,5	**8**	5,0	3,2	*	6,0
Tha_Bus	**12**	11,6	10,2	2,1	1,9	**18**	13,2	4,6	2,6	6,9
Mbombela	**58**	25,5	44,0	48,4	40,0	**27**	14,3	19,5	29,1	10,2
Nko_Umj	**18**	6,8	14,9	2,0	25,2	**9**	4,7	6,9	*	10,9
Mpumalanga	**154**	**100,0**	**100,0**	**100,0**	**100,0**	**171**	**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 municipalities, within Mpumalanga.

Table 5.16 illustrates the time workers take to walk to their workplace after being dropped off by public transport. Thembisile and Dr JS Moroka LMs (29,5%) and Nkomazi and Umjindi LMs (25,2%) had the highest percentage of workers that walked for more than 15 minutes at the end of their bus trip to their place of work. Almost half of the workers (49,9%) that use taxis and walked for more than 15 minutes at the end of the trip were found in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs.

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 (per cent within municipality)									
	Alb_Msu	Mkhondo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus										
Mean (minutes)	41	75	47	53	56	154	92	80	90	**89**
1-30	31,5	*	53,5	22,1	25,0	3,4	4,7	7,2	*	**10,8**
31-60	68,5	48,8	17,7	63,1	46,5	1,7	20,2	35,5	32,8	**32,5**
61+	*	51,2	28,8	14,8	28,5	94,9	75,2	57,3	67,2	**56,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (minutes)	47	43	38	49	44	72	55	57	50	**49**
1-30	58,0	57,1	62,6	41,7	44,3	42,9	38,2	30,0	48,8	**43,0**
31-60	33,5	32,2	27,5	44,0	40,0	33,2	37,6	50,1	41,1	**40,5**
61+	8,5	10,6	9,9	14,2	15,8	23,9	24,2	19,9	10,2	**16,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver										
Mean (minutes)	42	45	34	28	46	53	35	42	43	**40**
1-30	59,7	57,7	70,6	81,1	49,3	56,3	74,8	61,1	61,9	**62,7**
31-60	26,2	28,3	14,4	18,5	35,7	19,7	15,7	29,8	22,2	**25,9**
61+	14,1	14,1	15,0	0,4	15,0	24,0	9,5	9,1	16,0	**11,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger										
Mean (minutes)	50	41	54	43	44	93	52	36	85	**52**
1-30	34,3	69,3	45,7	69,0	48,1	14,3	42,5	82,6	23,8	**49,5**
31-60	54,9	20,5	34,0	15,7	36,0	20,3	40,0	12,8	26,9	**30,6**
61+	10,8	10,2	20,4	15,4	15,9	65,4	17,5	4,6	49,3	**19,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way										
Mean (minutes)	35	42	43	40	42	34	34	40	40	**39**
1-30	74,9	58,0	57,9	65,0	51,5	73,0	64,7	63,8	55,6	**61,9**
31-60	17,4	24,5	29,5	26,8	32,3	22,3	27,1	21,3	37,5	**27,3**
61+	7,7	17,5	12,5	8,1	16,2	4,8	8,2	14,9	7,0	**10,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.17 indicates the travel time by the workers to their place of work. It is evident that the majority of workers who used buses travelled for more than an hour to their workplace (56,7%). Workers who drove their own cars needed up to 30 minutes to arrive at their place of work (43,0%). More than 60% of workers (61,9%) who walked all the way to their workplace travelled for up to 30 minutes.

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)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus										
Mean	303	*	337	331	706	677	329	315	355	434
1–100	*	*	*	*	*	*	*	1,4	*	0,5
101–200	*	*	*	*	1,7	5,1	8,6	1,8	1,9	2,8
200+	100,0	*	100,0	100,0	98,3	94,9	91,4	96,8	98,1	96,7
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean	363	361	491	478	475	657	517	564	552	500
1–100	*	*	5,1	2,7	2,5	*	*	*	*	1,5
101–200	2,1	*	4,5	1,9	4,3	3,1	1,4	*	4,0	2,8
200+	97,9	100,0	90,4	95,5	93,2	96,9	98,6	100,0	96,0	95,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver										
Mean	428	606	*	790	517	1 749	275	*	*	616
1–100	*	*	*	*	23,6	*	*	*	*	14,6
101–200	*	57,1	*	*	*	*	*	*	*	3,3
200+	100,0	42,9	*	100,0	76,4	100,0	100,0	*	*	82,0
Total	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	*	*	**100,0**
Car passenger										
Mean	613	500	514	1 536	880	894	510	239	531	720
1–100	62,5	*	38,8	*	*	*	14,9	*	5,7	6,7
101–200	*	*	*	*	*	*	*	*	*	*
200+	37,5	100,0	61,2	100,0	100,0	100,0	85,1	100,0	94,3	93,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The majority of workers across all modes of travel spent more than R200 to travel to work. On average, car passengers spent about R720, followed by car drivers who spent about R616 and bus users who spent about R434 to get to their various workplaces in Mpumalanga.

6. Business trips

Business trips are trips taken by people aged 15 years and older, as part of their duties as workers. Trips are taken to visit the suppliers, customers and attending meetings at companies. It does not include trips to one's usual workplace, and focuses on the trios 20 km or more away from the usual workplace. It is concentrated on trips away from the usual workplace. Business trips are done during the day or overnight.

The section explores business-related travel behaviour and geographic location of business travellers, how often trips are taken and type of transport mode used.

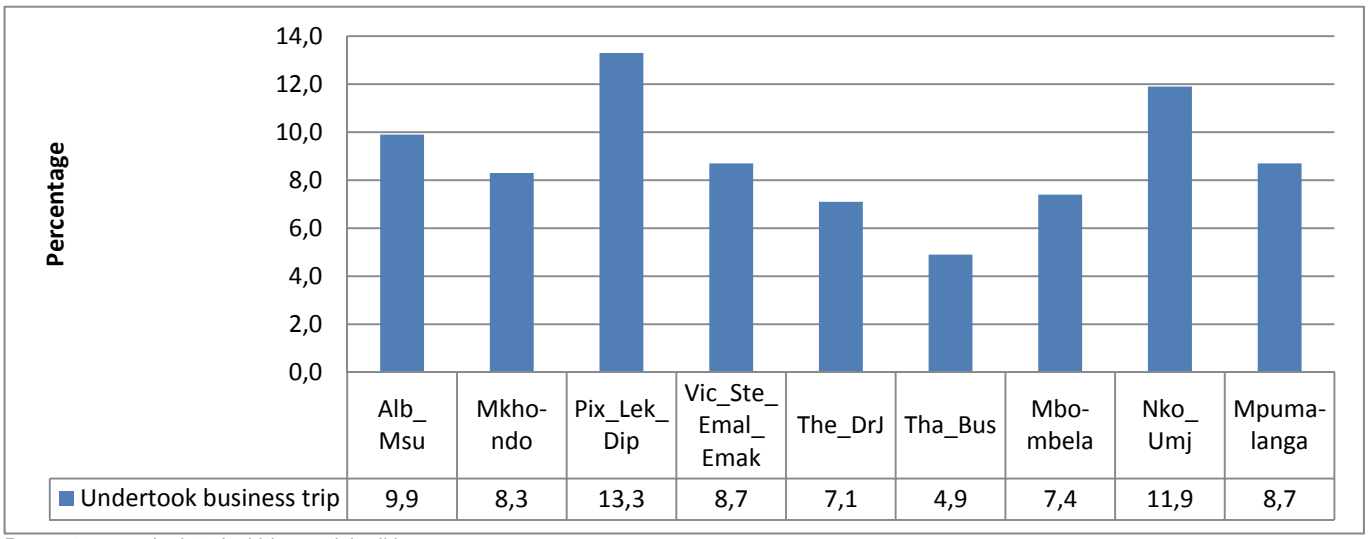
Table 6.1: Incidence of business trips during the past calendar month by municipality and geographic location

Municipality	Workers aged 15 years and older ('000)	Business trips among workers 15 years and older		
		Number ('000)	Per cent within municipality	Per cent within MP
Alb_Msu	91	9	9,9	9,3
Mkhondo	31	3	8,3	2,6
Pix_Lek_Dip	68	9	13,3	9,4
Govan Mbeki	121	12	10,0	12,6
Vic_Ste_Emal_Emak	286	25	8,7	25,8
The_Dr J	108	8	7,1	8,0
Tha_Bus	117	6	4,9	6,0
Mbombela	181	13	7,4	13,9
Nko_Umj	101	12	11,9	12,5
Mpumalanga	**1 105**	**97**	**8,7**	**100,0**
Geographic location				
Urban	675	73	10,8	75,7
Rural	430	23	5,5	24,3

*Percentages calculated across municipalities, within Mpumalanga.

Table 6.1 summarises information of workers who undertook business trips during the calendar month before the survey. Of the 1,1 million workers aged 15 years and older interviewed, 97 000 indicated that they undertook business trips. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (25,8%) had the highest number of workers who undertook business trips followed by Mbombela LM (13,9%). The lowest number of business trip takers were from Mkhondo LM (2,6%).

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



Percentages calculated within municipalities.

Figure 6.1 shows that 8,7% of workers in Mpumalanga undertook business trips during the reference period. Workers in Pixley Ka Seme, Lekwa and Dipaleseng LMs (13,3%) were more likely to undertake business trips followed by workers in Nkomazi and Umjindi LMs (11,9%). Workers in Thaba Chweu and Bushbuckridge LMs were less likely to go on business trips (4,9%).

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	>10 trips	Total
Alb_Msu	8	100,0	*	*	**100,0**
Mkhondo	2	86,2	13,8	*	**100,0**
Pix_Lek_Dip	9	88,5	2,5	9,0	**100,0**
Govan Mbeki	10	83,7	9,0	7,3	**100,0**
Vic_Ste_Emal_Emak	24	84,7	9,9	5,5	**100,0**
The_Dr J	8	71,5	11,6	16,9	**100,0**
Tha_Bus	6	90,9	5,7	3,4	**100,0**
Mbombela	13	85,9	3,9	10,2	**100,0**
Nko_Umj	12	74,9	19,4	5,7	**100,0**
Mpumalanga	**91**	**84,6**	**8,5**	**6,9**	**100,0**

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

Table 6.2 shows that the majority of workers (84,6%) that indicated they undertook business trips took one to five trips during the reference period. Most of people who undertook business trips are from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (24 000). Workers from Albert Luthuli and Msukaligwa LMs (100%), Thaba Chweu and Bushbuckridge LMs (90,9%) were more likely to take one to five business trips, while those living in Nkomazi and Umjindi LMs (19,4%), Mkhondo LM (13,8%) were more likely to undertake 6–10 trips during the reference period.

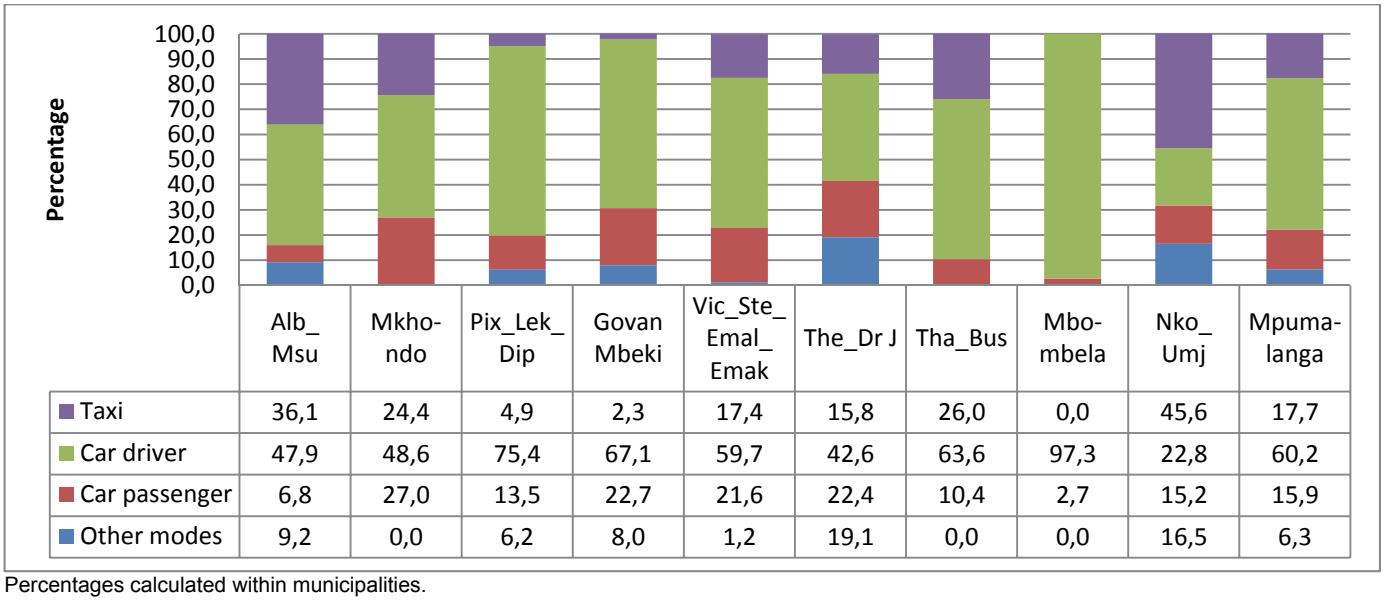
Table 6.3: Main mode of travel used for business trip, by municipality

Mode of travel	Statistics numbers ('000)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Taxi	Number	3	*	*	*	4	1	1	*	5	**17**
	Per cent	36,1	*	*	*	17,4	15,8	26,0	*	45,6	**17,7**
Car/bakkietruck driver	Number	4	1	7	8	15	3	4	12	3	**57**
	Per cent	47,9	48,6	75,4	67,1	59,7	42,6	63,6	97,3	22,8	**60,2**
Car/bakkietruck passenger	Number	*	1	1	3	5	2	*	*	2	**15**
	Per cent	*	27,0	13,5	22,7	21,6	22,4	*	*	15,2	**15,9**
Other modes	Number	*	*	*	*	*	*	*	*	2	**6**
	Per cent	*	*	*	*	*	*	*	*	16,5	**6,3**
Total	**Number**	**9**	**3**	**9**	**12**	**25**	**8**	**6**	**12**	**11**	**95**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows the types of transport used for business trips. Most workers in Mpumalanga used a car/bakkie/truck as driver as a means of transport (60,2%), followed by those who used taxis (17,7%). The same pattern was followed across municipalities except for Nkomazi and Umjindi LMs, where the highest proportion of business travellers used taxis (45,6%).

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

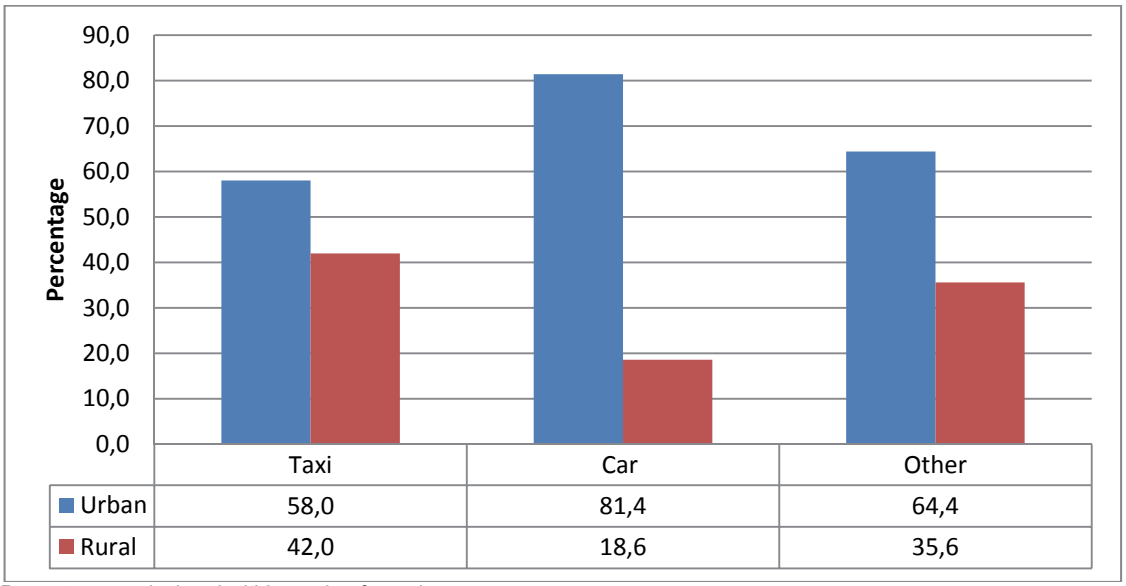


	Alb_ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
Taxi	36,1	24,4	4,9	2,3	17,4	15,8	26,0	0,0	45,6	17,7
Car driver	47,9	48,6	75,4	67,1	59,7	42,6	63,6	97,3	22,8	60,2
Car passenger	6,8	27,0	13,5	22,7	21,6	22,4	10,4	2,7	15,2	15,9
Other modes	9,2	0,0	6,2	8,0	1,2	19,1	0,0	0,0	16,5	6,3

Percentages calculated within municipalities.

Car as a driver was commonly used as a mode of travel for business trips in Mpumalanga (60,2%). About 17, 7% of business travellers used taxis as their mode to travel. Car as a driver was mostly used in Thaba Chweu and Bushbuckridge LMs (63,6%).

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



Percentages calculated within mode of travel.

Figure 6.3 shows that most business trips in urban areas were taken using cars (81,4%) as a mode of travel. However, in rural areas taxis (42,0%) were commonly used for business trips.

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

Municipality of origin	Province of destination Number ('000)			
	FS	KZN	GP	MP
Alb_Msu	*	*	*	2
Mkhondo	*	*	*	*
Pix_Lek_Dip	*	*	3	2
Govan Mbeki	*	*	7	3
Vic_Ste_Emal_Emak	*	*	5	6
The_Dr J	*	*	2	2
Tha_Bus	*	*		1
Mbombela	*	*	3	3
Nko_Umj	*	*	1	3
Mpumalanga	**1**	**1**	**21**	**23**

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

The destination of most business trips was within the province of residence, with 23 000 business travellers that do business in the province. Twenty-one-thousand business travellers travelled to Gauteng province. Govan Mbeki LMs had the highest number of workers that travelled to Gauteng for business purposes (7 000).

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

Municipality of origin	District of destination Number ('000)			
	Gert Sibande	Nkangala	Ehlanzeni	Total
Alb_Msu	2	*	*	**2**
Mkhondo	*	*	*	*
Pix_Lek_Dip	2	1	*	*
Govan Mbeki	3	*	*	**3**
Vic_Ste_Emal_Emak	*	6	*	**6**
The_Dr J	*	1	*	**1**
Tha_Bus	*	*	1	**1**
Mbombela	*	*	2	**3**
Nko_Umj	*	*	4	**4**
Mpumalanga	**7**	**8**	**7**	**23**

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

Table 6.5 shows that most of business trips are done in Nkangala. There was an equal number of business travellers who travelled to Gert Sibande and Enhlazeni districts (7 000). Of those who travelled to Nkangala district, the majority came from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (6 000).

7. Other travel patterns

7.1 Introduction

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

People take day and overnight trips for different purposes. It could be trips for the purpose of shopping for personal use, visiting home, visiting friends and/or family or funerals. One of the options listed under the main purpose for the trip was 'home to visit family and friends'. This option encapsulates cases where migrant workers maintain two homes: one where they work and one which they consider their second home and visit frequently. Migrant workers are people residing in a specific place because of work, which may regard another place in South Africa as their home and regularly make day or overnight trips to that destination.

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

7.2 Day trips

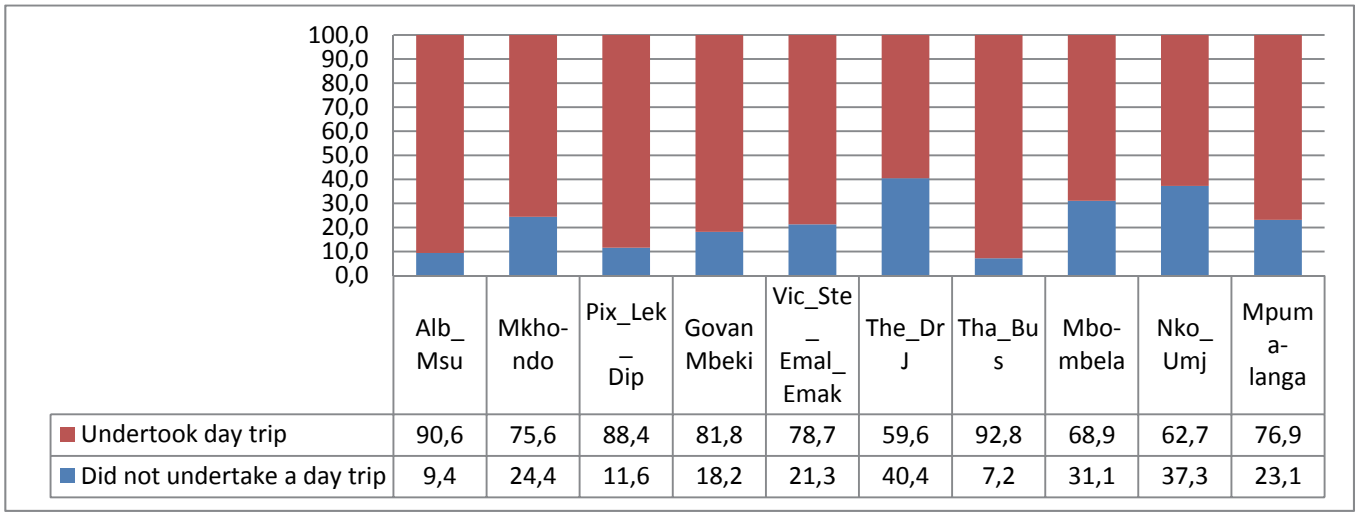
Table 7.1: Day trip/s taken away from usual home/place of residence in the 12 months prior to the interview

Municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in MP
Alb_Msu	223	202	9,3
Mkhondo	103	78	3,6
Pix_Lek_Dip	164	145	6,7
Govan Mbeki	233	191	8,8
Vic_Ste_Emal_Emak	564	443	20,5
The_Dr J	379	226	10,5
Tha_Bus	433	402	18,6
Mbombela	433	299	13,8
Nko_Umj	276	173	8,0
Mpumalanga	**2 807**	**2 158**	**100,0**

Percentages calculated across municipality, within Mpumalanga.

Table 7.1 summarises the incidence of persons aged 15 years and older who undertook day trips during the 12 months preceding the survey in Mpumalanga. These trips were defined as travelling away from one's usual home in the past 12 month, and returning on the same day. About 2,1 million individuals indicated that they undertook day trips. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (20,5%), followed by Thaba Chweu and Bushbuckridge LMs (18,6%), had the highest proportion of persons who had undertaken day trips. Mkhondo LM had the lowest proportion with only (3,6%).

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



Percentages calculated within municipalities.

Figure 7.1 shows that more than three quarters (76,9%) of persons aged 15 years and older undertook daytrips. Individuals in Thaba Chweu and Bushbuckridge LMs (92,8%) were more likely to take day trips, followed by Albert Luthuli and Msukaligwa LMs (90,6%).

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)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Visited home	27,5	29,7	9,8	21,1	12,9	10,6	20,1	8,8	17,0	16,2
Shopping – for business or personal	44,2	24,8	42,2	39,5	51,9	35,5	26,1	50,8	27,6	39,9
Visit friends and or family	11,8	21,2	26,3	22,5	14,5	20,3	18,2	23,5	33,5	20,1
Funeral	6,2	10,1	9,3	5,6	6,7	10,8	16,8	6,3	8,1	9,2
Medical	2,9	3,6	2,4	1,7	2,7	2,5	3,9	0,7	1,3	2,5
Religious	2,7	2,6	4,6	5,9	5,1	7,9	6,1	7,1	6,4	5,7
Other purposes	4,8	8,1	5,4	3,7	6,2	12,4	8,8	2,7	6,0	6,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within municipalities.

Table 7.2 shows the main purpose for undertaking day trips. Shopping for business or personal (39,9%) was the common reason for undertaking day trips, followed by visiting friends or family (20,1%). Sixteen per cent of day trips made were for visiting home, and 9,2% were for funeral events.

More than half of the people who undertook day trips in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (52,0%) and Mbombela LM (50,8%) indicated shopping for business and personal as the reason for travelling. Persons in Thembisile and Dr JS Moroka LMs (7,9%) were more likely to undertake day trips. More than a third of travellers in Nkomazi and Umjindi LMs mentioned visiting friends and/or family as the main reason for travelling.

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

Mode	Statistics (numbers in thousands)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus	Number	6	3	2	1	8	33	12	25	12	**101**
	Per cent	3,2	3,8	1,6	0,7	1,8	14,7	3,0	8,5	6,7	**4,8**
Taxi	Number	95	45	57	73	194	125	214	189	119	**1 112**
	Per cent	47,8	60,3	40,7	39,6	45,1	56,5	53,8	64,4	69,1	**52,6**
Car/bakkie/truck driver	Number	20	3	18	46	79	17	17	30	8	**239**
	Per cent	10,3	4,7	12,8	25,0	18,4	7,8	4,2	10,3	4,5	**11,3**
Car/bakkie/truck passenger	Number	41	14	31	36	93	24	23	32	17	**310**
	Per cent	20,5	18,9	22,1	19,2	21,6	10,8	5,8	10,9	9,8	**14,7**
Walking all the way	Number	33	3	22	27	45	22	131	14	15	**314**
	Per cent	16,6	4,6	16,1	14,3	10,6	9,9	33,0	4,8	9,0	**14,8**
Other	Number	3	6	9	2	11	*	*	3	*	**37**
	Per cent	1,6	7,7	6,7	1,2	2,5	*	*	0,9	*	**1,7**
Total	**Number**	**198**	**75**	**139**	**185**	**430**	**222**	**398**	**293**	**172**	**2 113**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.3 indicates the mode of travel used by persons who went on day trips. Most persons in Mpumalanga used taxis (52,6%) as their mode of travel, followed by walking all the way (14,8%) and as car/bakkie/truck passenger (14,7%). Taxis were commonly used by travellers in Nkomazi and Umjindi LMs (69,1%), followed by Mbombela LM (64,4%) and Mkhondo LM (60,3%). Persons in Thaba Chweu and Bushbuckridge LMs (33,0%) were more likely to walk all the way during their day trips, followed Albert Luthuli and Msukaligwa LMs (16,6%).

7.3 Overnight trips

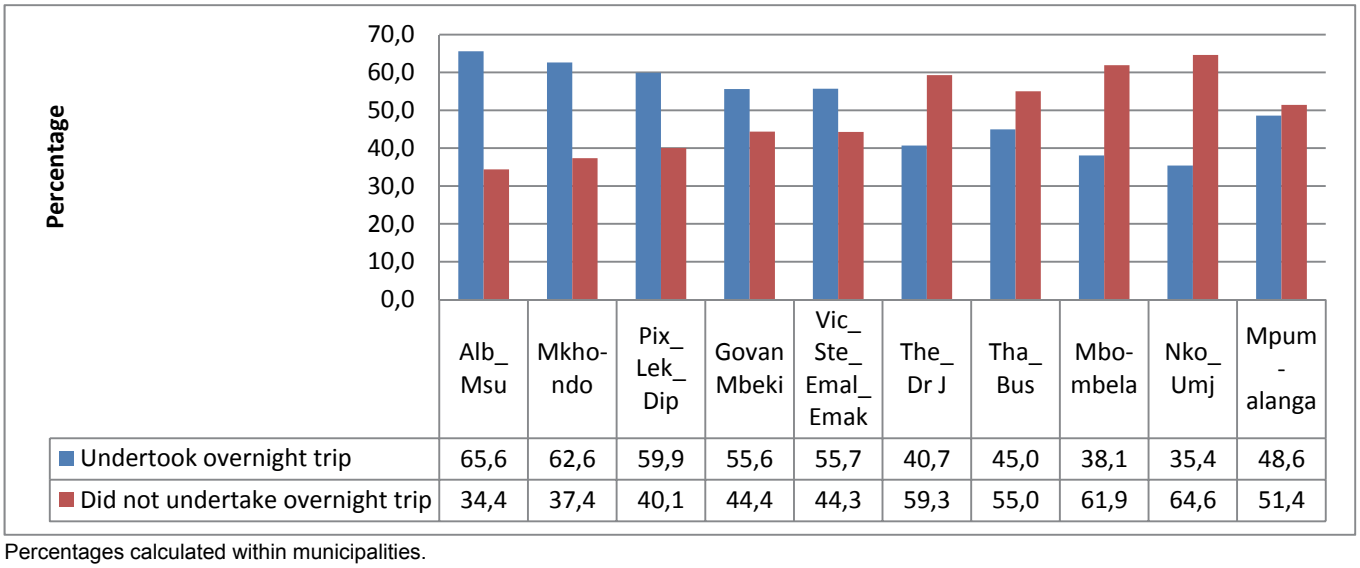
Table 7.4: Overnight trips taken away from usual home/residence in the 12 months prior to the interview by municipality

Municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Alb_Msu	223	146	10,7
Mkhondo	103	65	4,7
Pix_Lek_Dip	164	98	7,2
Govan Mbeki	233	130	9,5
Vic_Ste_Emal_Emak	564	314	23,0
The_Dr J	379	154	11,3
Tha_Bus	433	195	14,3
Mbombela	433	165	12,1
Nko_Umj	276	98	7,2
Mpumalanga	**2 807**	**1 364**	**100,0**

Percentages calculated across municipalities, within Mpumalanga.

Table 7.4 shows that of the 2,8 million persons aged 15 years and older who were interviewed, 1,3 million indicated that they undertook overnight trips from their usual place of residence during the preceding 12 months. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (23,0%) had the highest proportion of persons who undertook overnight trips, while those residing in Mkhondo LM (4,7%) had the least.

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



Percentages calculated within municipalities.

Figure 7.2 illustrates the percentage of individuals 15 years and older who went on overnight trips. About 49% of persons in Mpumalanga undertook overnight trips. Albert Luthuli and Msukaligwa LMs (65,6%) followed by Mkhondo LM (62,6%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (59,9%) reported the highest percentage of persons who undertook overnight trips.

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

Main purpose of trip	Municipality (per cent)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Visited home	56,9	48,6	16,5	45,4	51,3	9,2	40,9	14,7	29,0	**36,5**
Shopping – personal or business	2,4	0,2	3,4	0,6	1,0	1,6	0,3	1,6	*	**1,2**
Visit friends and or family	14,8	33,0	50,4	29,8	29,0	42,8	25,5	43,3	30,0	**32,1**
Funeral	13,5	10,3	11,9	15,0	9,4	22,6	19,5	28,0	27,7	**17,1**
Religious	6,0	5,5	12,5	7,7	5,4	7,6	8,4	8,3	6,8	**7,3**
Other purposes	6,5	2,3	5,4	1,6	3,9	16,2	5,3	4,2	6,4	**5,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.5 indicates that visiting home (36,5%) followed by visiting friends and/or family (32,1%) was the common purpose of undertaking overnight trips. Travelling to attend funerals ranked third in the province (17,1%). Residents in Mbombela LM and Nkomazi and Umjindi LMs had persons who undertook overnight trips to attend funerals with 28,0% and 27,7% respectively. Shopping for personal or business was the least common main purpose of overnight trips in the province.

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

Main mode	Statistics (numbers in thousands)	Municipality									
		Alb_Msu	Mkhondo	Pix_ Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_ Dr J	Tha_ Bus	Mbombela	Nko_ Umj	Mpuma-langa
Bus	Number	5	*	4	5	10	18	16	16	7	**83**
	Per cent	3,6	*	4,2	3,6	3,3	11,9	8,6	10,0	6,8	**6,2**
Taxi	Number	76	44	39	53	157	90	120	83	69	**730**
	Per cent	53,6	71,3	40,1	42,0	50,5	59,1	62,6	50,1	70,8	**54,4**
Car/bakkie/truck driver	Number	15	2	12	30	53	10	8	20	5	**156**
	Per cent	10,8	3,4	12,9	24,0	17,0	6,6	4,4	12,0	4,7	**11,6**
Car/bakkie/truck passenger	Number	38	8	26	30	72	27	12	40	14	**267**
	Per cent	26,7	13,2	26,8	23,7	23,0	17,7	6,3	24,5	14,8	**19,9**
Walking all the way	Number	4	1	5	5	7	5	33	3	2	**67**
	Per cent	3,2	2,4	5,2	4,0	2,3	3,2	17,3	2,1	2,1	**5,0**
Other modes	Number	3	5	11	3	12	2	*	2	*	**41**
	Per cent	2,1	8,5	10,9	2,6	3,9	1,5	*	1,3	*	**3,0**
Total	**Number**	**142**	**61**	**97**	**126**	**311**	**152**	**192**	**165**	**98**	**1 343**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.6 illustrates the mode of travel used on overnight trips. More than half of persons who undertook overnight trips used taxis (54,4%) as the mode of travel to their destinations. This was followed by car/bakkie/truck passenger (19,9%) and car/bakkie/truck driver (11,6%). Taxis were commonly used by travellers in Mkhondo LM (71,3%), followed by Nkomazi and Umjindi LMs (70,8%) and Thaba Chweu and Bushbuckridge LMs (62,6%). Overnight trip travellers in Thaba Chweu and Bushbuckridge LMs (17,3%) were more likely to walk all the way to their destinations, whilst those in Mbombela LM and Nkomazi and Umjindi LMs were less likely to walk all the way with equal percentages (2,1%).

8. Possession of a driver's licence

A driver's licence is an official document which states that a person may operate a vehicle, such as a motorcycle, car, truck, or a bus, on a public roadway. The minimum driving age in South Africa is 18, except for small motorcycles, which may be driven from the age of 17. This is similar to other countries such as Morocco, Egypt, Ghana and Kenya, to mention a few.

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

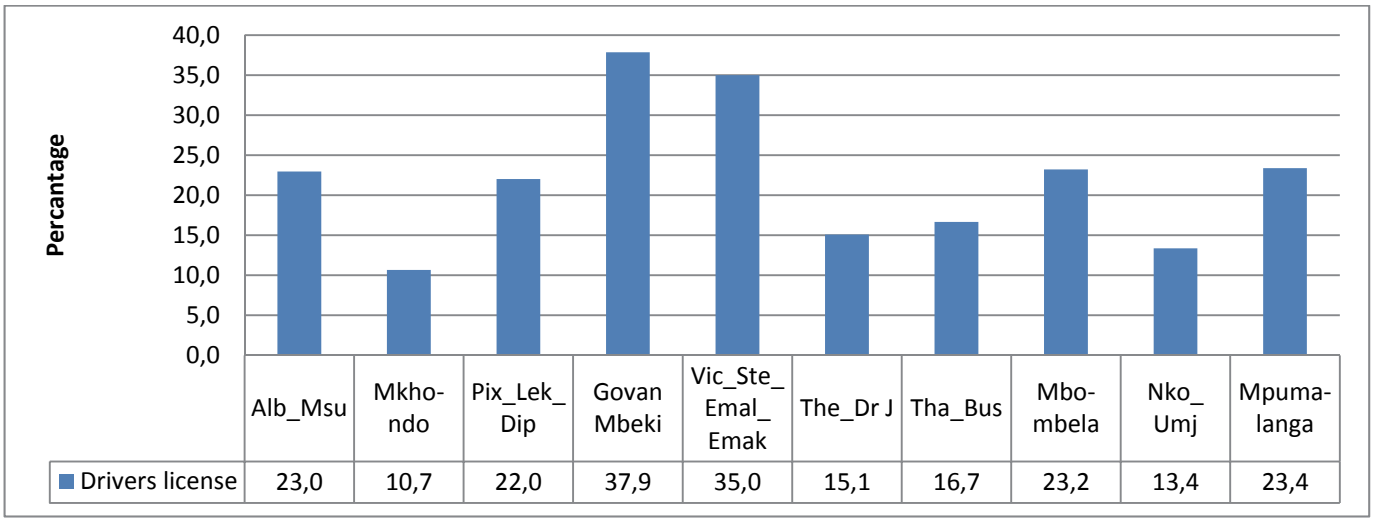
This section summarises the findings related to the distribution of persons aged 18 years and older with a driver's licence per province. Those who were in possession of a driver's licence were further disaggregated according to the type of driver's licence they have, their population group, age and sex.

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

Municipality	Possession of driver's licence			
	Number 18 years and older with licence ('000)	Per cent with licence across district municipality	Number 18 years and older without licence ('000)	Per cent without licence across district municipality
Alb_Msu	46	7,7	155	7,9
Mkhondo	10	1,6	82	4,2
Pix_Lek_Dip	33	5,5	117	6,0
Govan Mbeki	83	13,9	137	7,0
Vic_Ste_Emal_Emak	187	31,3	348	17,8
The_Dr J	51	8,6	289	14,7
Tha_Bus	64	10,7	319	16,3
Mbombela	90	15,1	299	15,3
Nko_Umj	33	5,5	213	10,9
Mpumalanga	**598**	**100,0**	**1 958**	**100,0**

The above table summarises persons aged 18 years and older who have driver's licences in Mpumalanga. Most of the people who have drivers' licences are from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs at (31,3%), followed by Mbombela LM at 15,1%. The least people with drivers' licences were from Mkhondo LM (1,6%).

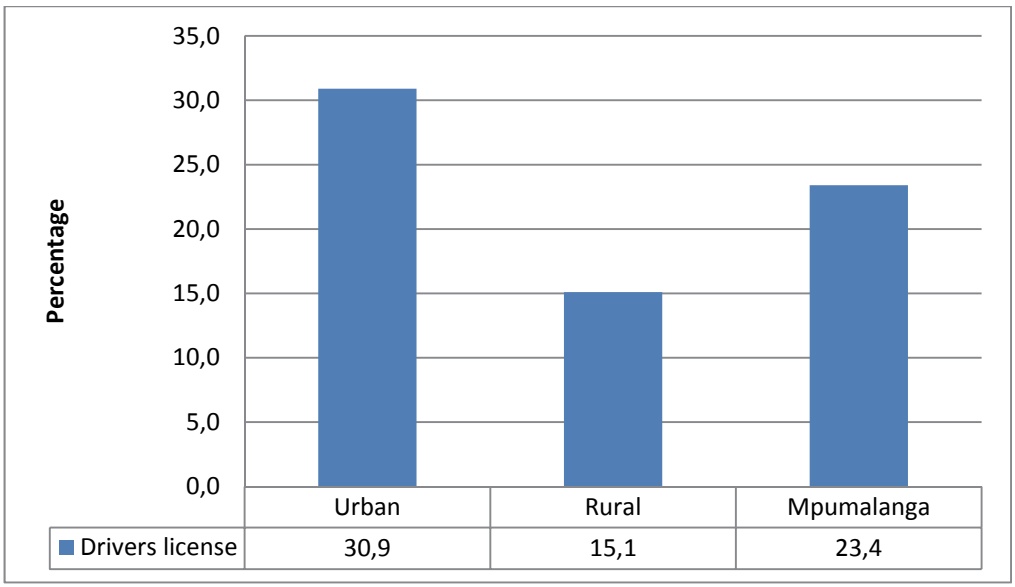
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by municipality



Percentages calculated within municipalities.

More than 20% (23,4%) of persons aged 18 years and older had drivers' licences in Mpumalanga. The majority of people that had a driver's licence are from Govan Mbeki LM (37,9%) followed by Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (35,0%). The least are from Mkhondo LM (10,7%).

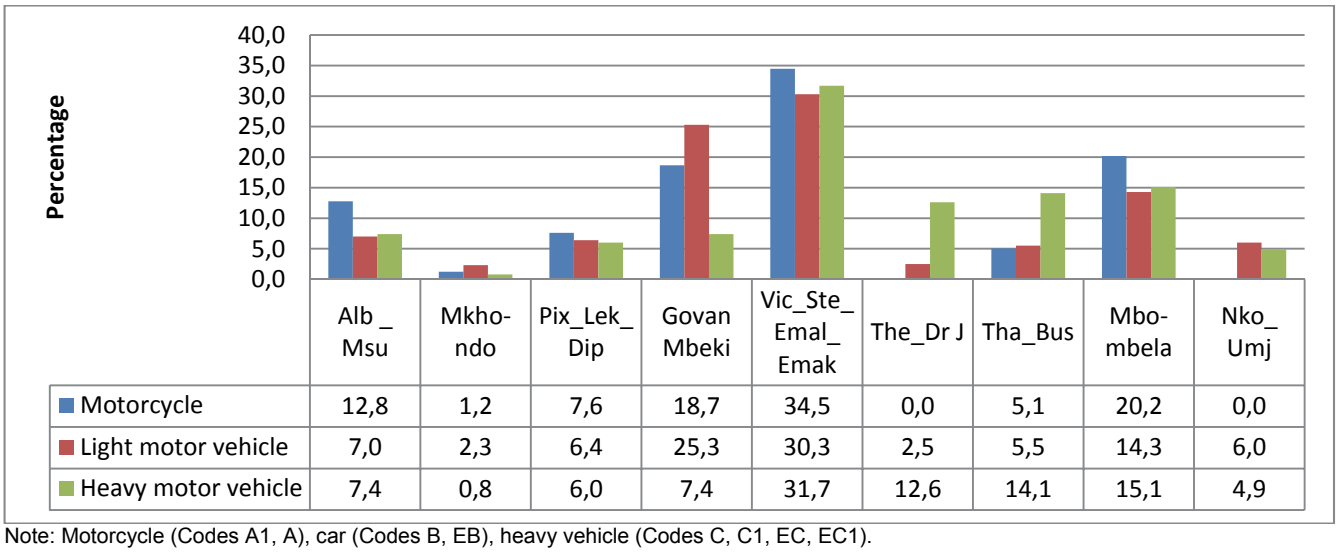
Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location



Percentages calculated within geographic location.

In terms of geographic location, the highest proportion of persons aged 18 years and older with a driver's licence were located in the urban areas (30,9%). Rural areas had the lowest proportion of persons in possession of a driver's licence.

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



	Alb _ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_ Umj
Motorcycle	12,8	1,2	7,6	18,7	34,5	0,0	5,1	20,2	0,0
Light motor vehicle	7,0	2,3	6,4	25,3	30,3	2,5	5,5	14,3	6,0
Heavy motor vehicle	7,4	0,8	6,0	7,4	31,7	12,6	14,1	15,1	4,9

Note: Motorcycle (Codes A1, A), car (Codes B, EB), heavy vehicle (Codes C, C1, EC, EC1).
Percentages calculated accross municipalities.

Figure 8.3 indicates individuals aged 16 years and older in possession of a motorcycle driver's licence, and those aged 18 years and older in possession of light motor and heavy motor vehicle licence. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs had the highest percentage of persons who had possession of motorcycle (34,5%), light motor vehicle (30,3%) and heavy motor vehicle (31,7%) licences. Light motor vehicle licences were also popular in Govan Mbeki LM (25,3%) and Mbombela LM (14,3%). Mbombela LM was the second municipality with the highest percentage of persons with heavy motor vehicle licences (15,1%) followed by Thembisile and Dr JS Moroka LMs (12,6%).

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

Age group	Statistics number ('000)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
18–25	Number	*	*	2	13	8	*	*	4	3	**32**
26–39	Number	9	2	6	31	31	3	7	12	8	**110**
40–49	Number	3	3	3	10	18	2	3	7	4	**51**
50–59	Number	2	1	2	9	11	1	2	8	*	**37**
60 years and more	Number	4	*	4	5	13	*	2	8	*	**37**
Total	**Number**	**19**	**7**	**17**	**68**	**81**	**7**	**15**	**38**	**16**	**267**

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

Table 8.2 shows people aged 18 years and older with light motor vehicle driver's licences by age group. The highest number of people with light motor vehicle driver's licences were aged 26–39 (110 000 persons). The age group 50–59 years and 60 years and older had the same proportion of light motor vehicle licence holders (37 000 respectively).

The highest number of light motor vehicle licence holders was from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (81 000) and Govan MbekiLM (68 000). Govan Mbeki LM had the highest number of persons aged 18–25 years who had light motor vehicle drivers' licences (13 000).

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

Age group	Statistic Number ('000)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
18–25	Number	2	*	4	*	16	4	6	6	*	**40**
26–39	Number	12	2	8	14	50	15	26	27	11	**165**
40–49	Number	5	*	4	6	23	11	7	10	3	**70**
50–59	Number	5	*	3	4	14	7	5	4	2	**46**
60 years and more	Number	2	*	1	*	6	5	4	4	*	**23**
Total	**Number**	**25**	**3**	**20**	**25**	**109**	**43**	**48**	**52**	**17**	**343**

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

Table 8.3 shows people aged 18 years and older with heavy motor vehicle driver's licences by age group. The highest numbers of people in possession of heavy motor vehicle driver's licences were aged 26–39 (165 000) followed by those aged 50–59 (46 000). Persons in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs with 50 000 and Mbombela LM (27 000 had the highest proportion of heavy motor vehicle licences for age group 26–39 years. People of the age group 60 years and more were the least likely to have heavy motor vehicle licences.

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

Sex	Statistics Number ('000)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Male	Number	31	8	22	58	131	39	45	56	26	**415**
	Per cent	67,4	80,0	66,7	69,9	70,1	76,5	70,3	62,2	78,8	**69,4**
Female	Number	15	2	11	26	56	13	19	35	7	**183**
	Per cent	32,6	20,0	33,3	31,3	29,9	25,5	29,7	38,9	21,2	**30,6**
Total	**Number**	**46**	**10**	**33**	**83**	**187**	**51**	**64**	**90**	**33**	**598**

Percentages calculated within municipalities.

Table 8.4 illustrates the number of persons aged 18 years and older with light motor and heavy motor vehicle drivers' licences by sex. In Mpumalanga it was evident that more than two-thirds of males (69,4%) were more likely to have drivers' licences than females (30,6%). Eight in ten males (80%) had reported having a licence, while 20% of females had a drivers' licence in Mkhondo LM. Females in Mbombela LM were more likely to have drivers' licences compared to other females in other LMs.

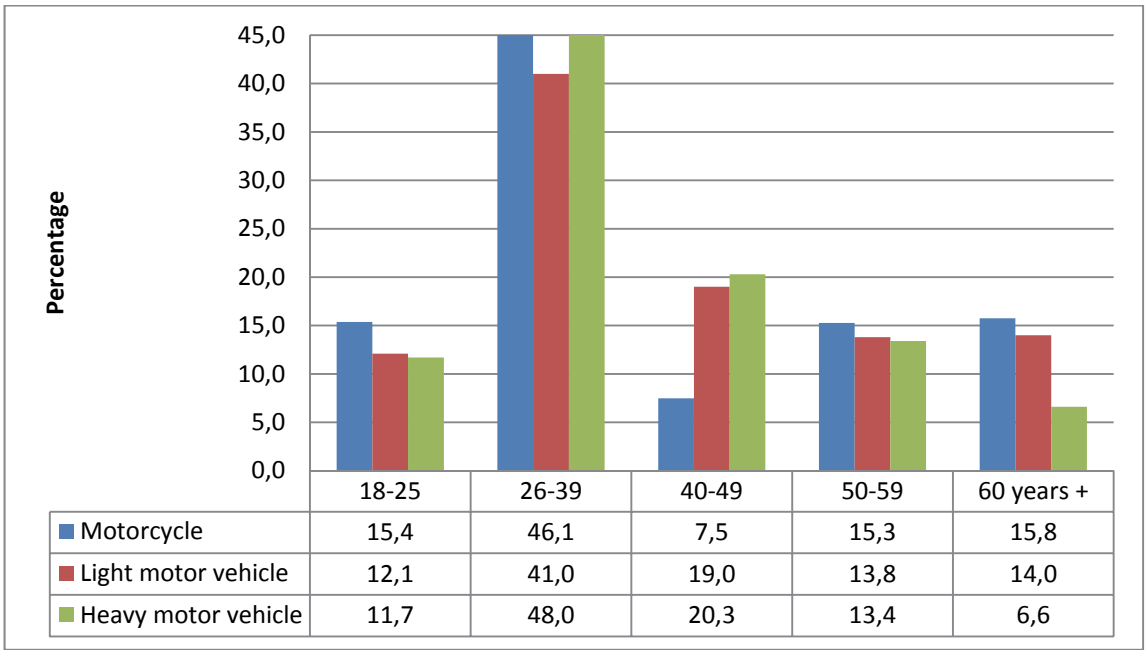
Table 8.5: Number of persons aged 18 years and older with a drivers' licence (light motor and heavy motor vehicle) by population group and municipality

Population group	Statistics Number ('000)	Municipality									
		Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Black African	Number	39	8	23	43	134	51	62	71	32	**462**
	Per cent	84,8	80,0	69,7	51,8	71,7	100,0	96,9	78,9	97,0	**77,3**
Other races	Number	8	2	11	41	53	*	2	19	*	**136**
	Per cent	17,4	20,0	33,3	49,4	28,3	*	3,1	21,1	*	**22,7**
Total	**Number**	**46**	**10**	**33**	**83**	**187**	**51**	**64**	**90**	**33**	**598**

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

This table represents the number of persons aged 18 years and older with drivers' licences by population group. Black Africans were more likely to have drivers' licences (77,3%) than other races (22,7%). Govan Mbeki LM had the lowest percentage of black Africans with drivers' licences (51,8%).

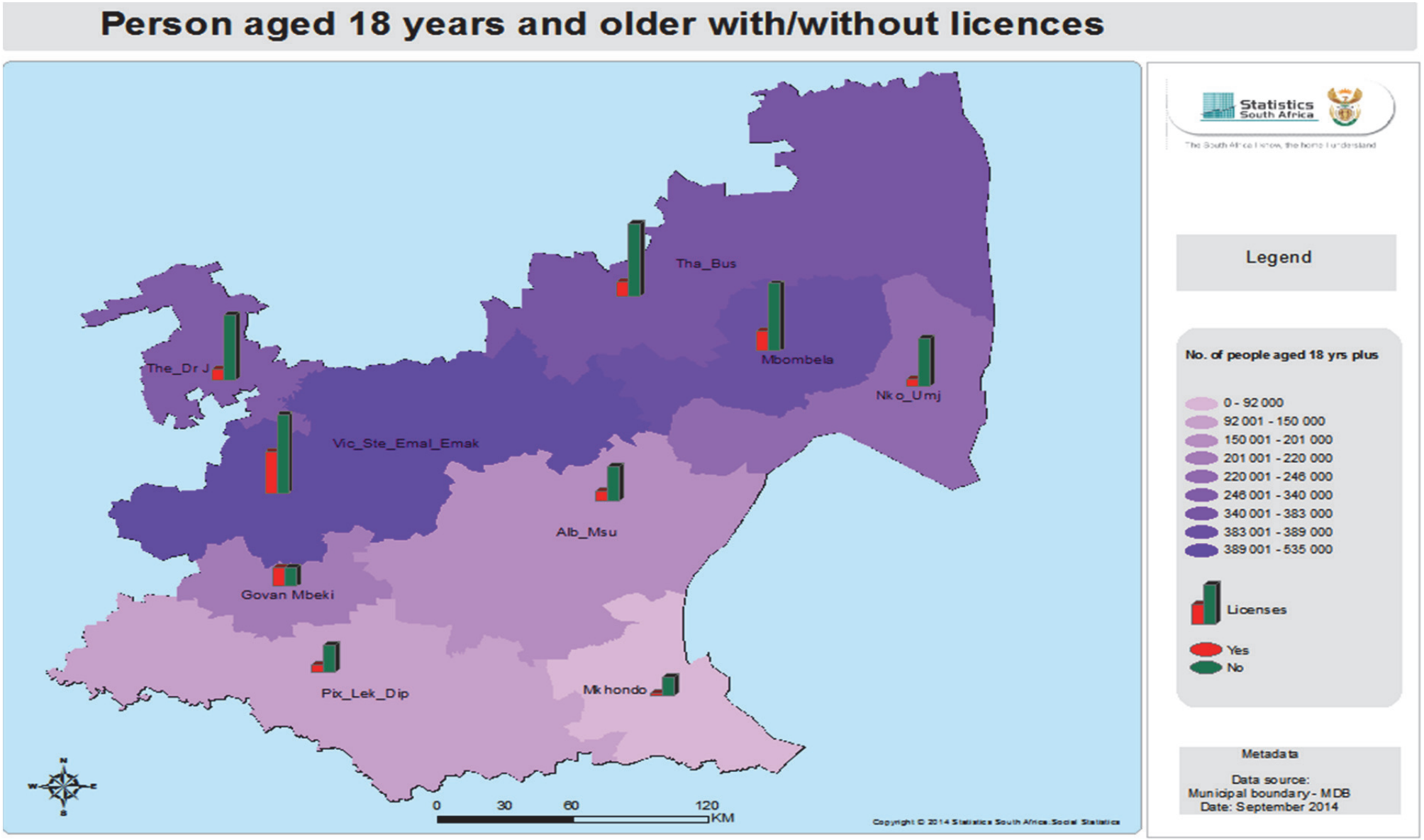
Figure 8.4: Percentage of persons with drivers' licences and older by type of driver's licence and age group



	18-25	26-39	40-49	50-59	60 years +
Motorcycle	15,4	46,1	7,5	15,3	15,8
Light motor vehicle	12,1	41,0	19,0	13,8	14,0
Heavy motor vehicle	11,7	48,0	20,3	13,4	6,6

Figure 8.4 indicates percentage of with drivers' licence by type of driver's licence and age group. The age group 26–39 years had the highest percentages of drivers' licence holders for all types of drivers' licences. Persons aged 60 years and older and 18–25 years were more likely to have motorcycle drivers' licences than other types of drivers' licences.

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



9. Households

9.1 Introduction

This section deals with transport matters that directly deal with issues affecting households. In addition to the socio-economic circumstances of households, the section deals with the modes of transport used by households, how they access selected services and public facilities, how long it takes to get to these services and facilities and the household's sources of income. The kinds of transport were identified as mostly bicycles, cars/bakkies/trucks, minibus taxis and buses. Inquiries were also done about the levels of satisfaction of the households on the use of buses and taxis in their municipalities.

9.2 Socio-economic circumstances of households

Table 9.1: Dwelling type of household, by municipality

Dwelling type	Municipality (per cent within municipality)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Formal dwellings	76,7	50,7	70,7	65,7	73,3	95,8	91,9	97,3	98,8	**83,9**
Informal dwellings	11,1	1,6	26,1	33,8	24,7	3,9	4,7	1,6	0,5	**12,2**
Traditional dwellings	12,2	47,0	1,1	0,4	1,7	*	3,4	1,0	0,2	**3,5**
Other	*	0,7	2,1	0,1	0,3	0,3	*	*	0,4	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.1 summarises the living conditions of households in Mpumalanga. In the province, 83,9% of households lived in formal dwellings, while 12,2% lived in informal dwellings and 3,5% in traditional dwellings. More than nine in ten households in Nkomazi and Umjindi LMs (98,8%), Mbombela LM (97,3%), Thembisile and Dr JS Moroka LMs (95,8%), and Thaba Chweu and Bushbuckridge LMs (91,9%) lived in formal dwellings.

A third of households in Govan Mbeki LM (33,8%) and more than a quarter of households in Pixley Ka Seme, Lekwa and Dipaleseng LMs (26,1%) lived in informal dwellings. Nearly half the households in Mkhondo LM were found to be traditional dwellings, the largest percentage in the province.

Table 9.2: Source of household income, by municipality

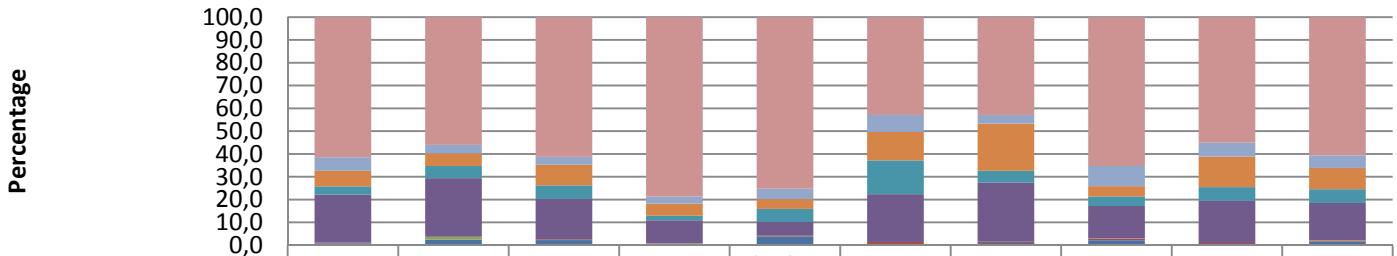
Source of household income	Municipality (per cent within income source category)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Salaries/wages/ commission	7,8	3,1	6,4	10,9	25,4	9,7	11,2	16,0	9,5	**100,0**
Income from a business	7,3	3,6	3,9	4,6	18,9	18,3	10,4	21,7	11,3	**100,0**
Remittances/including child maintenance	8,4	3,8	5,5	5,7	12,2	17,1	27,9	7,6	11,8	**100,0**
Pensions	6,4	4,0	6,0	3,3	19,7	27,4	12,6	11,5	9,2	**100,0**
Grants	7,9	4,6	6,3	5,6	12,3	16,0	21,0	14,8	11,6	**100,0**
Sales of farming products and services	*	19,3	19,3	20,7	14,1	*	15,6	5,7	5,2	**100,0**
Income from UIF	3,3	3,2	6,7	*	30,8	16,5	12,4	13,5	13,6	**100,0**
Other income sources	4,8	4,6	7,6	0,8	55,2	2,2	8,4	15,8	0,7	**100,0**
Source of household income	**Municipality (per cent within municipality)**									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Salaries/wages/ commission	65,2	66,0	71,4	80,3	78,9	51,8	48,7	69,1	63,1	**66,1**
Income from a business	8,9	11,0	6,3	4,9	8,5	14,1	6,5	13,5	10,8	**9,6**
Remittances/including child maintenance	16,6	19,0	14,4	9,7	8,9	21,2	28,2	7,6	18,2	**15,4**
Pensions	10,2	15,9	12,9	4,6	11,6	27,7	10,4	9,3	11,5	**12,5**
Grants	43,1	64,4	46,2	27,4	25,2	56,0	59,8	42,5	50,4	**43,5**
Sales of farming products and services	*	2,0	1,0	0,7	0,2	*	0,3	0,1	0,2	**0,3**
Income from UIF	0,3	0,7	0,8	*	1,0	0,9	0,6	0,6	0,9	**0,7**
Other income sources	1,4	3,5	3,1	0,2	6,2	0,4	1,3	2,5	0,2	**2,4**

*Un-weighted numbers of 3 and below are too small to provide reliable estimates.
*Respondents could select more than one source of income.

Table 9.2 shows that nearly two-thirds of Mpumalanga households (66,1%) received an income from salaries and wages, whilst 43,5% received income from social grants and 15,4% from remittances. Only 0,3% of households received income from sales of farming products and services. Households in Govan Mbeki (80,3%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (78,9%) were the most likely to receive income from salaries/wages and the least likely to benefit from social grants, with 27,4% and 25,2% respectively compared to other LMs.

More than a quarter of households in Mpumalanga who received income from salaries/wages (25,4%), income from a business (18,9%), and income from UIF (30,8%), lived in Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs. Most households that benefitted from grants were those from Thaba Chweu and Bushbuckridge LMs (21,0%), followed by Thembisile and Dr JS Moroka LMs (16,0%) and Mbombela LM (14,8%).

Figure 9.1: Main source of household income by municipality



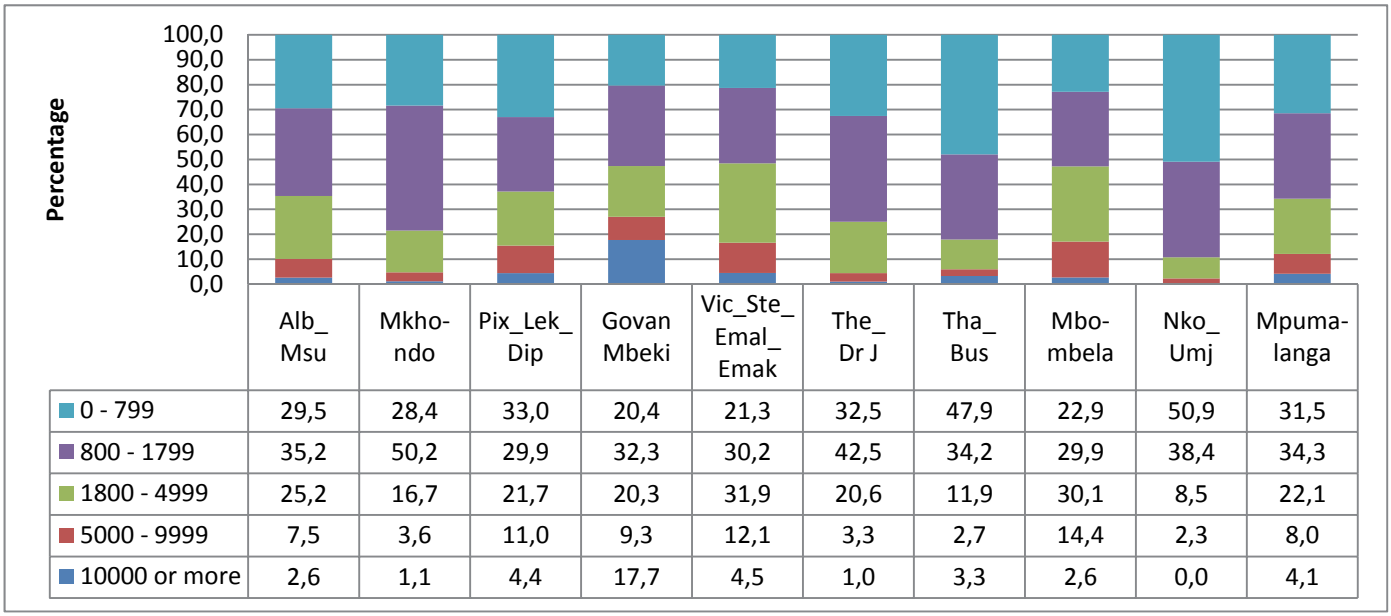
	Alb_ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_ Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
Salaries	61,4	56,0	61,3	78,7	75,2	42,9	42,9	65,3	55,1	60,6
Income from business	6,0	3,7	3,4	3,1	4,6	7,5	3,8	8,9	6,1	5,5
Remittances	6,8	5,6	9,0	5,3	4,2	12,5	20,8	4,5	13,5	9,4
Pension	3,6	5,4	6,0	1,9	5,8	14,8	5,1	4,2	6,0	6,0
Grants	21,1	25,6	17,7	10,2	6,1	20,9	26,0	14,3	18,5	16,3
Sales from farming	0,0	1,4	0,0	0,7	0,1	0,0	0,0	0,1	0,0	0,2
UIF	0,3	0,0	0,4	0,0	0,3	1,0	0,6	0,6	0,9	0,5
Other sources	0,8	2,3	2,2	0,0	3,7	0,4	0,9	2,2	0,0	1,6

Percentages were calculated within municipalities.

Figure 9.1 shows the households' main source of income by municipalities. Salaries (60,6%) were reported as the common main source of income, followed by social grants (16,3%). More than a quarter of households in Thaba Chweu and Bushbuckridge LMs (26,0%) and Mkhondo LM (25,6%), and 20,9% of households in Thembisile and Dr JS Moroka were dependent on social grants as their main source of income. These LMs had the lowest percentage of households with salaries and wages as their main income, Thembisile and Dr JS Moroka LMs and Thaba Chweu and Bushbuckridge LMs with both 42,9%. Dependence on salaries and wages was the highest in Govan Mbeki LM (78,7%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (75,2%).

Thaba Chweu and Bushbuckridge LMs had a significant percentage of households who indicated that their main source of income was remittances (20,8%). Pensions as a main source of household income was popular in Thembisile and Dr JS Moroka with 14,8%.

Figure 9.2: Monthly household expenditure, by municipality



	Alb_ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_ Dr J	Tha_ Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
0 - 799	29,5	28,4	33,0	20,4	21,3	32,5	47,9	22,9	50,9	31,5
800 - 1799	35,2	50,2	29,9	32,3	30,2	42,5	34,2	29,9	38,4	34,3
1800 - 4999	25,2	16,7	21,7	20,3	31,9	20,6	11,9	30,1	8,5	22,1
5000 - 9999	7,5	3,6	11,0	9,3	12,1	3,3	2,7	14,4	2,3	8,0
10000 or more	2,6	1,1	4,4	17,7	4,5	1,0	3,3	2,6	0,0	4,1

Percentages were calculated within municipalities.

Figure 9.2 illustrates the monthly household expenditure by municipalities. Slightly more than a third (34,3%) of households in the province spent between R800 and R1 799 monthly, and 31,5% spent R799 or less. A further 22,1% spent between R1 800 and R4 999 monthly. Half of the households in Nkomazi and Umjindi LMs (50,9%) spent R799 or less on a monthly basis. Households spending R5 000 or more were found in Govan Mbeki LM (27,0%), Mbombela LM (17,0%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (16,6%).

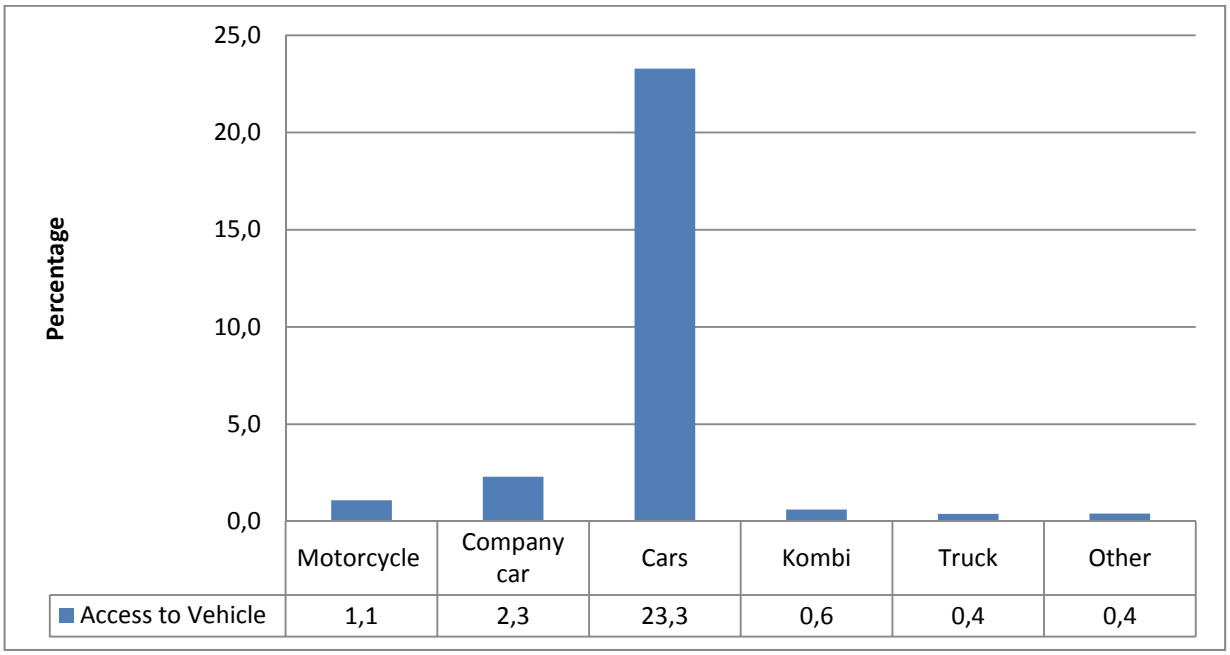
Table 9.3: Bicycles in working order owned by households, by municipality

Municipality	Number of bicycles (per cent across municipality, within Mpumalanga)				
	0		1+		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Alb_Msu	83	8,1	2	3,8	**85**
Mkhondo	32	3,1	2	4,0	**34**
Pix_Lek_Dip	57	5,5	7	14,3	**64**
Govan Mbeki	91	8,8	6	12,6	**97**
Vic_Ste_Emal_Emak	215	20,8	14	29,9	**229**
The_Dr J	125	12,1	7	15,6	**132**
Tha_Bus	161	15,6	3	5,8	**164**
Mbombela	164	15,9	3	5,5	**167**
Nko_Umj	103	10,0	4	8,5	**107**
Mpumalanga	**1 032**	**100,0**	**47**	**100,0**	**1 078**

Total excludes unspecified cases

Table 9.3 shows that 47 000 households in Mpumalanga reported having at least one bicycle in working order used for transport purposes. Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs had the most households owning at least one bicycle (14 000), followed by Pixley Ka Seme, Lekwa, Dipaleseng LMs and Thembisile and Dr JS Moroka LMs with 7 000 households each. Albert Luthuli and Msukaligwa LMs as well as Mkhondo LM recorded the least households owning at least one bicycle for transport purposes, with 2 000 households each.

Figure 9.3: Percentage of households who own or have access to vehicles (household and company-owned cars, bakkies, station wagons and kombis)



	Motorcycle	Company car	Cars	Kombi	Truck	Other
Access to Vehicle	1,1	2,3	23,3	0,6	0,4	0,4

Figure 9.3 shows households which own or have access to vehicles. Twenty-three per cent (23,3%) of households owned/had access to cars; 2,3% owned/had access to company cars. Household ownership or access to motorcycles was 1,1%.

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

Municipality	Type of vehicles (per cent across province, within Mpumalanga)						
	Motor-cycles	Company cars/ bakkies/ station wagons/ 4x4s	Household cars/ bakkies/ station wagons/ 4x4s	Relatives/ friend cars/ bakkies/ station wagons/ 4x4s	Minibus/ Kombis	Trucks	Other
Alb_Msu	4,9	8,3	7,4	1,7	7,4	*	11,1
Mkhondo	*	6,5	1,4	8,7	8,3	*	11,8
Pix_Lek_Dip	14,0	12,8	6,8	17,4	11,1	8,7	32,4
Govan Mbeki	18,6	22,9	14,6	.	2,3	3,7	*
Vic_Ste_Emal_Emak	34,7	14,5	30,2	21,4	34,0	32,9	9,9
The_Dr J	3,5	5,1	10,3	24,1	21,6	31,8	12,6
Tha_Bus	*	8,3	7,5	6,3	6,0	9,9	*
Mbombela	21,0	16,8	16,3	15,3	5,6	13,0	22,1
Nko_Umj	3,2	4,9	5,4	5,2	3,7	*	*
Mpumalanga	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Municipality	**Type of vehicles owned (per cent within municipality)**						
	Motor-cycles	**Company cars/ bakkies/ station wagons/ 4x4s**	**Household cars/ bakkies/ station wagons/ 4x4s**	**Relatives/ friends cars/ bakkies/ station wagons/ 4x4s**	**Minibus/ Kombis**	**Trucks**	**Other**
Alb_Msu	0,7	2,4	22,1	0,5	0,6	*	0,4
Mkhondo	*	4,8	10,8	6,1	1,6	*	1,0
Pix_Lek_Dip	2,6	5,0	26,6	6,3	1,1	0,6	1,4
Govan Mbeki	2,3	5,9	37,9	*	0,2	0,2	*
Vic_Ste_Emal_Emak	1,8	1,6	33,1	2,2	1,0	0,6	0,4
The_Dr J	0,3	1,0	19,5	4,2	1,1	1,0	0,4
Tha_Bus	*	1,3	11,6	0,9	0,2	0,3	*
Mbombela	1,5	2,5	24,6	2,1	0,2	0,3	2,6
Nko_Umj	0,4	1,1	12,6	1,1	0,2	*	*
Mpumalanga	**1,1**	**2,3**	**23,3**	**2,2**	**0,6**	**0,4**	**0,4**

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

Table 9.4 summarises households ownership of/access to vehicles. Twenty-three per cent (23,3%) of households had owned or had access to household cars/bakkies and only a small percentage (0,45%) owned or had access to trucks. Most households that owned or had access to minibus taxis/kombis were from Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (34,0%), Thembisile and Dr JS Moroka LMs (21,6%), and Pixley Ka Seme, Lekwa, Dipaleseng LMs (11,1%).

Household cars/bakkies/station wagons are most likely to be owned by households in Govan Mbeki LM (37,9%), Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (33,1%), and Pixley Ka Seme, Lekwa, Dipaleseng LMs (26,6%), when compared to other LMs.

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

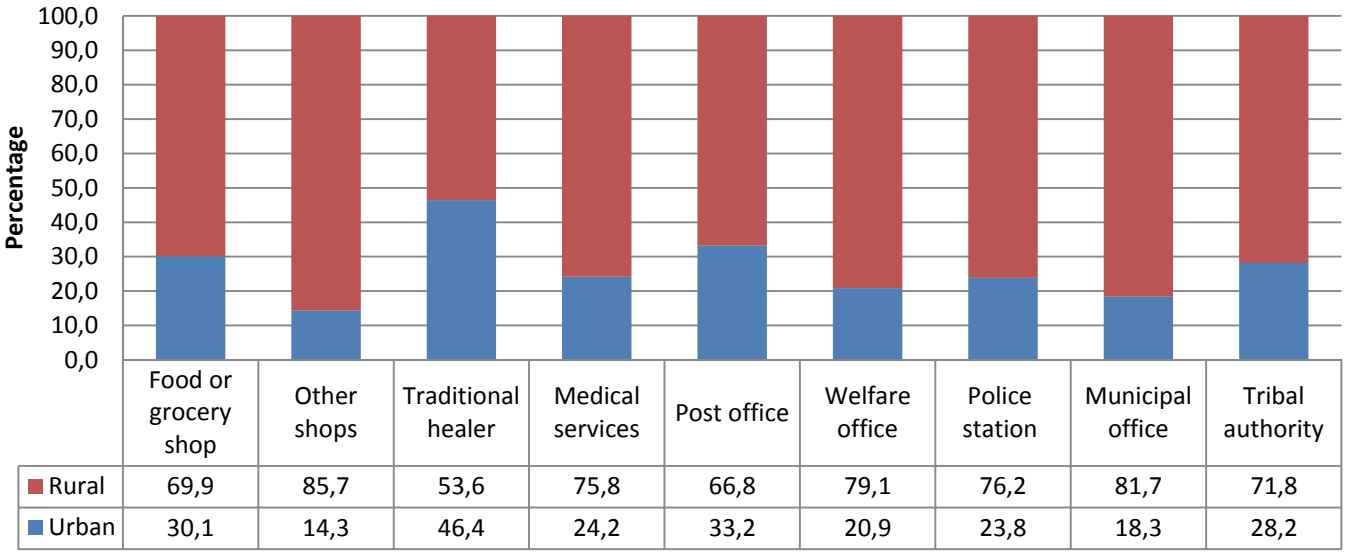
Section 7 in the questionnaire explores the transport modes as well as time in minutes it takes to reach key services and facilities.

Table 9.5: Household travel time to services and facilities

	Travel time (per cent of households within facility category)				
Facility	**1–15 mins**	**16–30 mins**	**31–60 mins**	**>60 mins**	**Total**
Food or grocery shops	35,9	41,3	18,8	4,0	**100,0**
Other shops	65,9	23,7	8,3	2,1	**100,0**
Traditional healer	42,3	31,7	17,5	8,5	**100,0**
Church	56,7	32,3	9,0	2,0	**100,0**
Medical service	42,8	40,2	14,5	2,5	**100,0**
Post office	40,3	42,9	14,5	2,2	**100,0**
Welfare office	24,7	34,4	12,8	28,1	**100,0**
Police station	37,0	43,7	16,1	3,2	**100,0**
Municipal office	37,2	43,9	16,3	2,6	**100,0**
Tribal authority	40,9	40,1	15,6	3,4	**100,0**
Financial services/banks	32,5	43,9	19,9	3,7	**100,0**

More than 80% of households in Mpumalanga lived within a 30-minute radius to other shops, churches, medical services, post offices, police stations, municipal offices and tribal authorities. Over 70% of households travelled 30 minutes or less to food or grocery shops, traditional healers and financial services. Only 59,1% of households lived within a 30-minute radius to welfare offices, whilst 28,1% of households had to travel more than 60 minutes to this facility.

Figure 9.4: Percentage of households who travel more than 60 minutes to selected services by geographic location



	Food or grocery shop	Other shops	Traditional healer	Medical services	Post office	Welfare office	Police station	Municipal office	Tribal authority
Rural	69,9	85,7	53,6	75,8	66,8	79,1	76,2	81,7	71,8
Urban	30,1	14,3	46,4	24,2	33,2	20,9	23,8	18,3	28,2

Percentages calculated across geographic location.

Figure 9.4 illustrates the percentage of households who travelled for more than 60 minutes to selected services. Rural households were more likely to travel more than 60 minutes to selected services than urban households. Eight in ten households (81,7%) in rural areas travelled for more than 60 minutes to municipal offices, followed by 79,1% to welfare offices. Households in urban areas were more likely to travel to traditional healers (46,4%) for more than 60 minutes.

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	16,5	54,7	9,2	57,5	37,4	21,1	16,3	20,4	16,2	25,5	12,2
Bus	2,1	0,2	0,1	0,1	0,3	0,1	0,2	0,2	0,1	0,1	1,0
Minibus taxi	58	27,8	4,1	12,2	36,5	36,5	44,2	49,7	48,4	14,0	59,8
Car/bakkie/minibus	21,7	13,6	2,4	13,8	19,1	17,1	14,6	17,7	18,0	2,7	20,8
Other	1,3	0,7	0,7	0,6	0,6	0,4	0,6	0,8	0,9	0,8	1,2
Do not need to get there	0,5	2,9	83,6	15,9	6,0	24,7	24,1	11,2	16,4	56,9	5,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Table 9.6 summarises the modes of transport used to access selected services and public facilities. In general, minibus taxis were mostly used to access services and public facilities except to other shops, churches, and medical services where households walked to these facilities, and traditional healers and tribal authorities where households indicated they did not need to travel there. Nearly 60% of households used taxis to go to food or grocery shops (58%) and financial services (59,8%). Nearly half of households also used taxis to go to police stations (49,7%) and municipal offices (48,4%). Over half of the households walked to other shops (54,7%) and churches (57,5%). About 84% (83,7%) of households did not need to go to traditional healers and 56,9% did not need to go to tribal authorities.

9.4 Attitudes and perceptions about transport

The household section of the questionnaire dealt extensively with perceptions around transport and transport-related problems. These are summarised in Table 9.7. Additional questions that ask households about the factors that influence their choice of mode of travel were also included, and are covered in Table 9.8 and Table 9.9. In Table 9.10, the two main modes of travel for households are summarised.

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

Transport-related problems	Municipality (per cent of problems within Mpumalanga)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
General problems										
No transport problems	8,0	0,3	4,1	2,5	8,9	7,3	3,7	9,2	19,0	**7,5**
Poor condition of roads	14,7	17,3	28,9	23,9	17,8	11,3	11,3	15,8	14,6	**16,3**
Rude drivers	12,6	7,3	5,4	22,2	7,2	5,1	3,0	4,4	6,0	**7,3**
Overload	1,7	7,9	1,2	2,1	2,5	5,0	4,0	1,3	1,8	**2,9**
Congestion	1,2	0,8	0,3	11,9	3,4	1,4	0,3	4,0	1,1	**2,8**
Crime	1,9	1,3	0,8	2,6	1,9	1,8	*	0,9	0,4	**1,3**
Toll fees	3,2	*	0,7	0,9	1,9	0,3	*	0,2	0,3	**0,9**
Parking	0,2	*	*	0,9	0,5	*	*	*	*	**0,2**
Other	4,3	1,4	4,6	3,8	1,6	2,0	2,2	*	1,4	**2,1**
Taxi										
Taxis too expensive	12,0	17,0	12,1	8,4	17,2	16,5	19,3	11,6	13,4	**14,8**
Reckless driving by taxi drivers	8,5	5,8	7,4	12,1	8,6	3,8	5,6	14,4	7,2	**8,4**
No taxis at specific times, e.g. late at night	6,4	5,2	13,5	2,1	5,1	3,1	2,6	8,9	5,5	**5,4**
Taxis too far	5,9	17,8	2,5	2,2	7,1	5,4	3,1	9,2	5,3	**5,9**
No taxis available	3,6	5,2	3,4	0,7	4,9	1,7	2,7	4,9	1,6	**3,3**
Bus										
No buses available	10,2	2,6	14,4	0,5	4,0	3,1	15,6	2,8	5,7	**6,5**
No buses at specific times, e.g. late at night	2,6	1,5	0,5	1,4	3,6	10,9	22,4	4,8	5,1	**7,4**
Buses too far	0,4	3,1	*	1,0	1,7	5,0	3,0	6,3	5,5	**3,1**
Buses too expensive	0,5	1,4	*	0,1	0,6	13,6	0,4	0,4	3,9	**2,5**
Reckless driving by bus drivers	2,2	4,3	0,3	0,9	1,5	2,8	0,9	0,9	2,3	**1,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.7 illustrates the most important transport-related problems experienced by households in Mpumalanga. Seven per cent (7,5%) of households reported not having any problems with transport. The most important transport problem mentioned was the poor condition of roads (16,3%). LMs with the most complaints about the poor road conditions were Pixley Ka Seme, Lekwa, Dipaleseng LMs (28,9%), Govan Mbeki LM (23,9%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (17,8%).

The main problem that households had with taxis was that they were too expensive. Almost 15% (14,8%) of households felt this way, particularly in Thaba Chweu and Bushbuckridge LMs (19,3%), Mkhondo LM (17%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (17,2%). Other noticeable problems with taxis were the reckless driving by taxi drivers (8,4%), taxis too far (5,9%) and no taxis available at specific times (5,4%).

Problems associated with buses included: no buses available at specific times (7,4%), no buses available at all (6,5%) and buses too far (3,1%). Households in Thaba Chweu and Bushbuckridge LMs were more likely to have a problem with buses not available (15,6%) and buses not available at specific times (22,4%).

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)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Travel time	45,2	49,0	32,6	55,0	20,4	26,9	59,1	40,4	32,4	38,1
Travel cost	19,5	8,9	18,6	13,5	32,7	31,4	11,4	13,3	24,6	21,2
Flexibility	2,6	3,9	6,0	8,5	10,4	4,9	5,9	8,8	8,0	7,3
Safety from accidents	5,1	5,0	3,8	2,1	7,5	4,5	4,4	9,4	26,6	7,9
Comfort	2,6	2,5	1,6	0,2	7,3	3,9	3,3	6,8	1,3	4,1
Reliability	2,8	*	29,5	16,8	5,5	12,8	2,8	10,0	1,4	8,3
Distance from home to transport	7,6	5,1	2,0	0,3	3,9	7,2	5,4	4,9	2,5	4,4
Security from crime	2,4	1,9	0,4	2,6	1,6	1,6	1,3	0,4	1,0	1,4
Drivers attitude	8,8	1,6	2,2	0,4	8,3	4,0	6,0	5,2	1,1	5,0
Other	3,3	22	3,3	0,6	2,5	2,7	0,5	1	1,1	2,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.8 presents the factors influencing households' choice of mode of travel. More than a third of households (38,1%) reported that travel time was the major determinant of modal choice, followed by travel cost which was important to 21,2% of households. Reliability and safety from accidents were also mentioned as important factors by 8,3% and 7,9% of households respectively. Security from crime was the least mentioned factor that influenced households' choice of mode of travel (1,4%).

Households in Thaba Chweu and Bushbuckridge LMs (59,1%), Govan Mbeki LM (55,0%) and Mkhondo LM (49,0%) regarded travel time as the most important factor influencing modal choice as opposed to travel cost, at 11,4%, 13,5% and 8,9% respectively. Another important factor mentioned was reliability, which was considered by 29,5% of households in Pixley Ka Seme, Lekwa, Dipaleseng LMs and 16,8% of households in Govan Mbeki LM.

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

Municipality	Factors prioritised	% of households within province
Alb_Msu	Travel time	45,2
	Travel cost	19,5
	Driver attitude	8,8
Mkhondo	Travel time	49,0
	Other	20,4
	Travel cost	8,9
Pix_Lek_Dip	Travel time	32,6
	Reliable	29,5
	Travel cost	18,6
Govan Mbeki	Travel time	55,0
	Reliable	16,8
	Travel cost	13,5
Vic_Ste_Emal_Emak	Travel cost	32,7
	Travel time	20,4
	Flexibility	10,4
The_Dr J	Travel cost	31,4
	Travel time	26,9
	Reliable	12,8
Tha_Bus	Travel time	59,1
	Travel cost	11,4
	Driver attitude	6,0
Mbombela	Travel time	40,4
	Travel cost	13,3
	Reliable	10,0
Nko_Umj	Travel time	32,4
	Safety from accidents	26,6
	Travel cost	24,6
Mpumalanga	**Travel time**	**38,1**
	Travel cost	**21,2**
	Reliable	**8,3**
Geographic location		
Urban	Travel time	35,0
	Travel cost	23,6
	Reliable	10,2
Rural	Travel time	41,7
	Travel cost	18,2
	Safety from accidents	11,2

Table 9.9 shows the three most important factors influencing households' choice of mode of travel. Provincially, travel time, travel cost and reliability were the top three factors considered by households, 38,1%, 21,2% and 8,3% respectively. Households in urban areas also considered travel time (35,0%), travel cost (23,6%) and reliability (10,2%) as the most important factors when choosing mode of travel, while households in rural areas regarded travel time (41,7%), travel cost (18,2%) and safety from accidents (11,2%) as the most important factors.

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

Mode of travel	Municipality (per cent within municipality)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_mal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Bus	5,1	5,0	1,3	13,3	4,4	31,8	12,2	29,5	20,8	**14,9**
Taxi	49,6	36,7	40,1	36,3	41,3	46,7	49,2	48,3	52,1	**45,2**
Car/bakkie/truck driver	11,6	8,0	12,0	17,5	16,1	5,1	5,9	10,6	4,5	**10,5**
Car/bakkie/truck passenger	10,5	7,2	9,8	11,2	10,6	4,2	5,2	4,6	4,6	**7,4**
Walk all the way	20,4	36,2	32,4	19,3	24,6	11,2	26,9	5,9	16,0	**19,9**
Other	2,7	6,8	4,3	2,4	2,9	0,9	0,6	1,1	2,1	**2,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Table 9.10 reports on the mode of transport usually used by households to travel. Taxis were the mode of travel mostly used (45,2%), followed by walking all the way with almost 20% (19,9%), buses (14,9%) and car/bakkie/truck passenger at (10,5%). Nkomazi and Umjindi LMs (52,1%), Albert Luthuli and Msukaligwa LMs (49,6%), and Thaba Chweu and Bushbuckridge (49,2%) were the municipalities more likely to usually use taxis as their mode of travel. Households in Mkhondo LMs (36,2%), Pixley Ka Seme, Lekwa and Dipaleseng LMs (32,4%) and Thaba Chweu and Bushbuckridge LMs (26,9%) had the highest percentage of households who walked all the way as their main mode of travel.

9.5 Household use of public transport at a glance

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

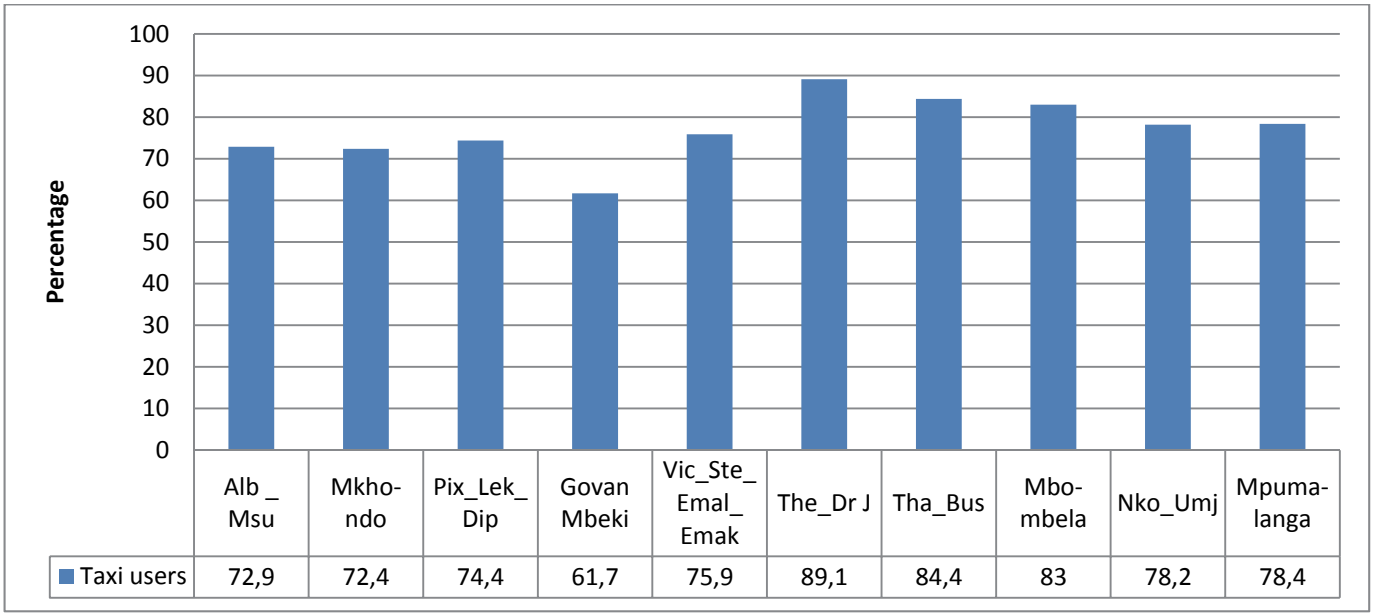
Location	Mode of travel (per cent within municipality)	
	Taxis	Buses
Municipality		
Alb_Msu	72,9	16,8
Mkhondo	72,4	21,4
Pix_Lek_Dip	74,4	6,3
Govan Mbeki	61,7	24,1
Vic_Ste_Emal_Emak	75,9	12,7
The_Dr J	89,1	59,7
Tha_Bus	84,4	18,8
Mbombela	83,0	51,3
Nko_Umj	78,2	34,7
Mpumalanga	**78,4**	**28,7**
Geographic region		
Urban	75.7	20.4
Rural	81.7	38.5
Reasons for non-use of service by non-users		
Not available	14,2	27,2
Service-related reasons	23,0	30,3
Prefer private transport	36,8	11,3
Can walk	10,1	4,2
Don't travel much	10,1	7,6
Other reasons	5,8	19,4

Table 9.11 gives an overview of household use of public transport in Mpumalanga. Most households in the municipalities used taxis (78,4%) to travel, followed by buses (28,7%). Households in rural communities were most likely to use taxis (81,7%) than those in urban areas (75,7%).

The households not using public transport cited service-related reasons as the reason why they are not using taxis and buses, (23,0%) and (30,3%) respectively. More than a third of households (36,8%) who did not use taxi services said they preferred using private transport instead. More than a quarter of bus non-users (27,2%) did not have buses or bus services in their area.

9.6 Use of minibus taxis

Figure 9.5: Use of minibus taxis during the calendar month preceding the survey by municipality



Percentages calculated within municipalities.

More than three quarters (78,4%) of households in Mpumalanga used minibus taxis in the month before the survey. Thembisile and Dr JS Moroka LMs were the municipalities which used minibus taxis the most at 89,1%, followed by Thaba Chweu and Bushbuckridge LMs (84,4%) and Nkomazi and Umjindi LMs (78,2%). Households in Govan Mbeki LM were less likely to use taxis in the month preceding the survey.

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

Municipality	Time category (per cent within municipality)				
	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total
Alb_Msu	84,4	11,2	4,0	0,4	**100,0**
Mkhondo	46,9	34,5	18,6	*	**100,0**
Pix_Lek_Dip	80,9	11,5	6,9	0,6	**100,0**
Govan Mbeki	83,6	15,2	0,6	0,6	**100,0**
Vic_Ste_Emal_Emak	80,1	16,3	3,0	0,6	**100,0**
The_Dr J	62,8	23,8	11,0	2,4	**100,0**
Tha_Bus	76,8	17,9	4,4	0,9	**100,0**
Mbombela	72,2	25,0	2,6	0,2	**100,0**
Nko_Umj	75,8	16,6	6,9	0,7	**100,0**
Mpumalanga	**74,8**	**19,1**	**5,3**	**0,8**	**100,0**
Geographic location					
Urban	80,6	14,6	4,0	0,8	**100,0**
Rural	68,2	24,2	6,8	0,8	**100,0**

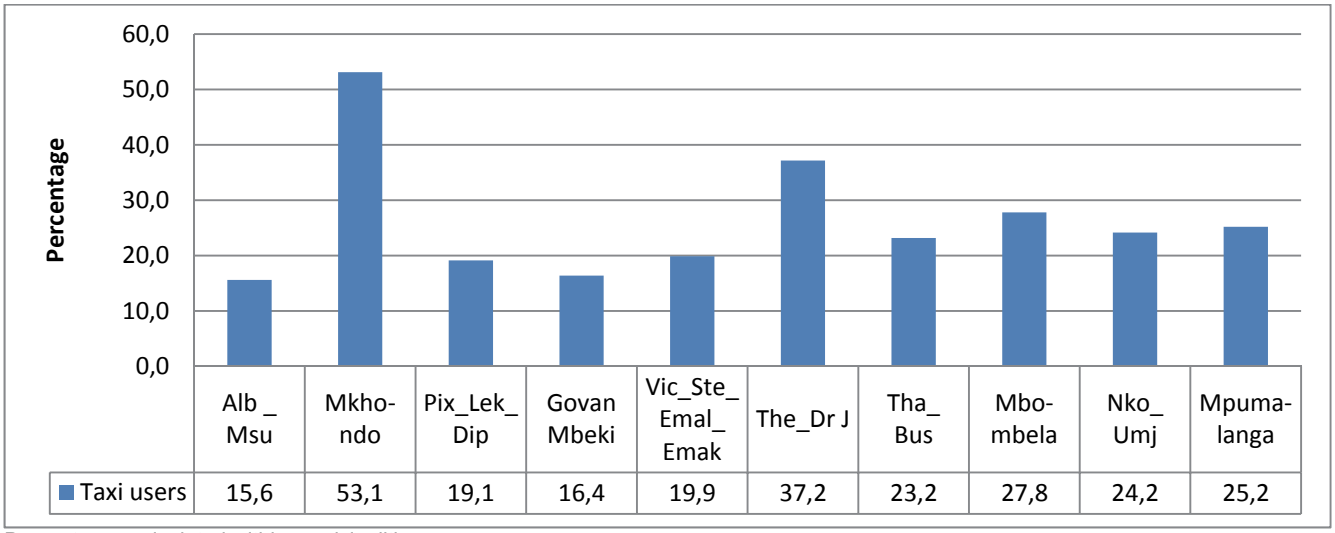
*Un-weighted numbers of 3 and below are too small to provide reliable estimates.

Table 9.12 shows the time taken by households to reach a taxi rank/route by those households which used taxis in the month before the survey. Almost three quarters (74,8%) of households in the province walked for 1–15 minutes to the nearest taxi rank/route. Of the households that walked for 1–15 minutes to arrive at a taxi rank, those from Albert Luthuli and Msukaligwa LMs were in the majority (84,4%) followed by those in the Govan Mbeki LM (83,6%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (80,9%).

Of the households that walked for 16–30 minutes, Mkhondo LM households (34,5%), Mbombela LM (25,0%) and Thembisile and Dr JS Moroka LMs at 23,8% had the highest proportion. Households in Mkhondo LM (18,6%) were more likely to walk for 31–60 minutes than other LMs.

In urban areas most households (80,6%) took up to 15 minutes, followed by those who took between 16–30 minutes; the same trend was followed in rural areas. Households in the rural areas (6,8%) were more likely to walk for 31–60 minutes than households in urban areas (4,0%).

Figure 9.6: Percentage of households who used taxis during the calendar month preceding the survey who walk for more than 15 minutes to reach their nearest taxi rank/route by municipality



Percentages calculated within municipalities.

Slightly over a quarter (25,2%) of households in Mpumalanga walked for more than 15 minutes to their nearest taxi rank/route. More than half of the households in Mkhondo LM (53,1%) indicated that they walked for more than 15 minutes to their nearest taxi rank/route, followed by 37,2% in Thembisile and Dr JS Moroka.

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

Percentage of non-users	Municipality (per cent within municipality, all reasons combined)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Not available	24,1	48,5	20,9	16,4	14,7	*	6,9	9,6	1,8	14,2
Prefer bus	2,8	3,9	*	3,7	*	6,3	1,7	14,4	13,9	4,1
Prefer private transport	33,1	8,0	32,5	57,4	43,9	16,7	19,3	47,2	25,7	36,8
Can walk	9,9	6,3	10,1	3,5	5,5	28,3	23,3	5,2	11,5	10,1
Don't travel much	4,7	2,4	5,9	5,6	6,9	25,7	8,2	9,1	34,9	10,1
Reasons relating to service attributes	22,5	25,9	27,6	12,2	26,4	23,1	39,5	14,0	12,2	23,0
Other reasons	3,0	5,1	2,9	1,1	2,6	*	1,1	0,4	*	1,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.13 gives reasons why households had not used minibus taxi services in the month before the survey. Preferring private transport was the most common reason given by households (36,8%), with Govan Mbeki LM recording the largest number (57,4%), then Mbombela LM (47,2%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (43,9%).

Reasons relating to service attributes was the second most common reason given, with Thaba Chweu and Bushbuckridge LMs at 39,5%, followed by Pixley Ka Seme,Lekwa and Dipaleseng LMs (27,6%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (26,4%).

Table 9.14: Dissatisfaction levels with minibus taxi services by municipality

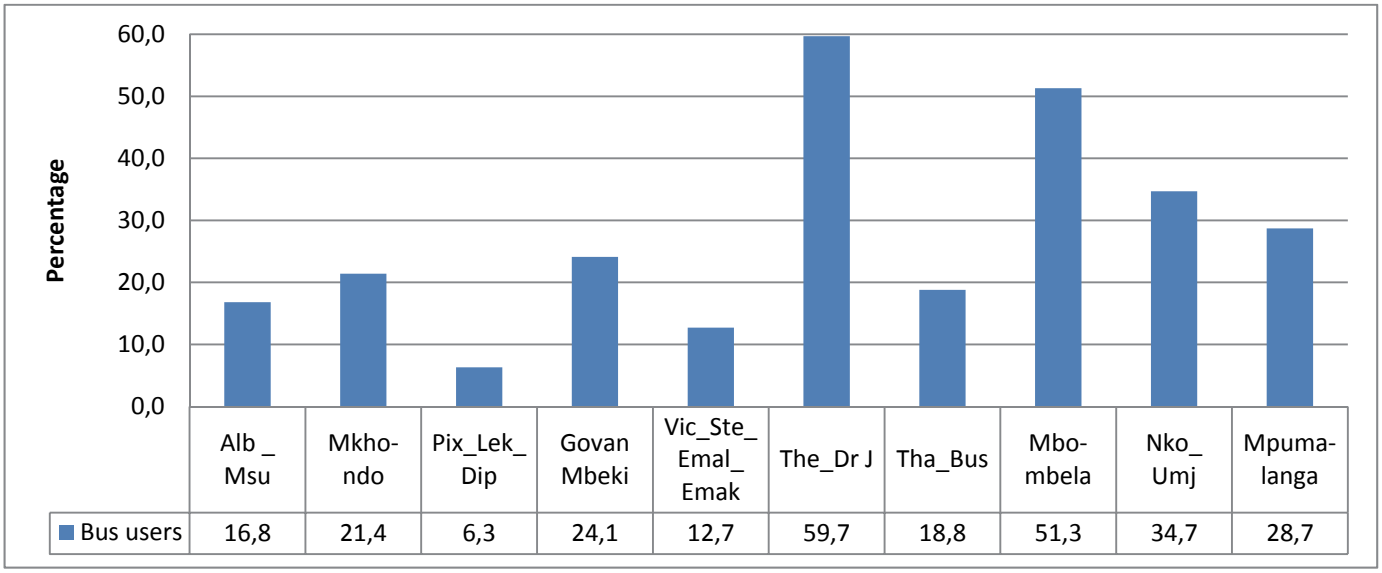
Attributes of the minibus taxi services	Municipality (per cent of across municipalities, within MP)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
The distance between the taxi rank/ route and your home	7,0	5,9	4,8	5,0	20,1	12,2	15,9	21,8	7,4	**100,0**
The travel time by taxi	10,1	5,5	6,4	4,8	26,9	14,4	15,1	14,4	2,5	**100,0**
Security on the walk to/from the taxi rank	5,0	5,7	6,1	4,8	17,5	14,9	16,3	25,7	4,1	**100,0**
Security at the taxi ranks	6,5	5,0	7,0	2,9	14,5	15,1	18,6	27,7	2,7	**100,0**
Security on the taxis	8,4	3,8	5,2	1,2	16,2	14,0	20,6	28,6	2,0	**100,0**
The level of crowding in the taxis	7,3	5,5	5,5	4,7	21,8	12,7	25,2	14,5	2,8	**100,0**
Safety from accidents	7,3	3,2	4,7	5,6	17,4	16,0	12,2	26,0	7,5	**100,0**
The frequency of taxis during peak period	7,1	5,6	9,1	4,1	20,2	17,4	17,9	15,9	2,7	**100,0**
The frequency of taxis during off-peak period	7,6	4,5	11,0	3,9	15,5	16,7	19,1	19,0	2,8	**100,0**
The waiting time for taxis	7,9	4,5	8,3	6,1	17,2	13,2	19,6	19,5	3,8	**100,0**
The taxi fares	5,7	3,9	4,9	4,6	21,8	14,3	18,6	19,0	7,2	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	4,7	4,3	7,4	10,1	19,9	13,2	20,1	14,7	5,6	**100,0**
Roadworthiness of taxis	6,8	3,6	5,7	5,3	19,9	15,6	17,1	22,4	3,6	**100,0**
Behaviour of the taxi drivers towards passengers	6,2	3,7	5,3	8,2	18,8	14,5	16,2	22,1	4,8	**100,0**
The taxi service overall	6,6	3,5	7,6	3,7	19,7	14,4	15,5	26,0	3,0	**100,0**
Attributes of the minibus taxi services	**Municipality (per cent within municipality)**									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
The distance between the taxi rank/ routeand your home	32,6	69,8	29,5	23,7	33,8	29,7	33,0	44,3	24,5	**33,9**
The travel time by taxi	30,1	42,5	24,9	15,0	28,9	22,5	20,2	18,3	5,4	**21,8**
Security on the walk to/from the taxi rank	33,6	72,0	39,4	24,4	31,7	43,2	36,4	55,3	22,7	**38,9**
Security at the taxi ranks	37,0	53,7	38,2	12,8	22,4	37,1	35,4	51,3	11,0	**32,8**
Security on the taxis	35,3	35,1	24,0	4,3	21,0	29,3	33,2	45,1	5,9	**27,3**
The level of crowding in the taxis	26,5	46,9	23,5	16,1	25,9	22,0	37,6	21,3	6,4	**24,4**
Safety from accidents	43,4	45,5	33,7	32,2	35,1	46,9	30,7	62,6	29,7	**40,6**
The frequency of taxis during peak period	31,4	58,2	47,7	17,1	29,7	37,0	32,6	27,9	8,2	**29,8**
The frequency of taxis during off-peak period	37,4	52,4	64,9	18,4	25,5	39,8	39,2	37,5	9,3	**33,4**
The waiting time for taxis	45,2	62,9	59,3	34,5	34,2	37,8	48,0	45,9	14,2	**39,9**
The taxi fares	44,3	75,9	48,1	36,4	59,4	57,4	63,8	63,1	40,5	**55,7**
The facilities at the taxi ranks, e.g. toilets, offices	33,5	64,9	57,0	60,9	42,3	43,0	52,6	38,6	26,0	**44,4**
Roadworthiness of taxis	32,3	43,1	33,5	25,7	33,2	38,2	35,9	45,7	13,9	**34,5**
Behaviour of the taxi drivers towards passengers	40,1	56,7	41,2	52,9	42,2	46,4	43,2	65,5	22,1	**45,5**
The taxi service overall	33,5	46,3	49,9	19,5	36,2	38,5	35,6	56,8	10,8	**37,0**

Table 9.14 shows the levels of dissatisfaction with minibus taxi services in the province. More than half of the households (55,7%) were dissatisfied with taxi fares, followed by behaviour of taxi drivers towards passengers (45,5%) and facilities at the taxi ranks (44,4%). Taxi fares were the most common reasons for dissatisfaction in Mkhondo LM (75,9%) and Thaba Chweu and Bushbuckridge LMs (63,8%). Behaviour of taxi drivers towards passengers was more likely to be problematic in Mbombela LM (65,5%) and Mkhondo LM (56,7%).

The highest percentage of households that were dissatisfied about roadworthiness of taxis were found in Mbombela LM (22,4%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (19,9%).

9.7 Use of buses

Figure 9.7: Percentage of households who used buses during the calendar month preceding the survey by municipality



	Alb _ Msu	Mkho-ndo	Pix_Lek_ Dip	Govan Mbeki	Vic_Ste_ Emal_ Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_ Umj	Mpuma-langa
Bus users	16,8	21,4	6,3	24,1	12,7	59,7	18,8	51,3	34,7	28,7

Percentages calculated within municipalities.

Figure 9.7 shows the percentage of households who used buses in the month before the survey. Approximately 29,0% of households in Mpumalanga used buses to travel, with Thembisile and Dr JS Moroka LMs (59,7%), Mbombela LM(51,3%) and Nkomazi and Umjindi LMs(34,7%). Pixley Ka Seme, Lekwa and Dipaleseng LMs at 6,3% had the least percentage of households that used buses.

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

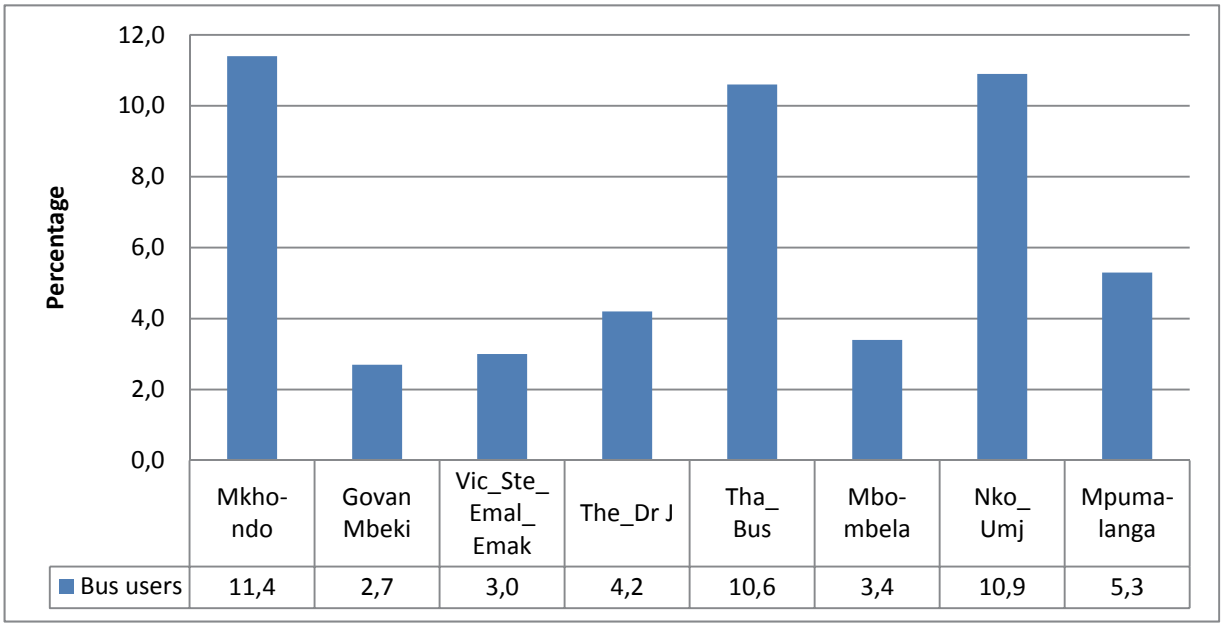
Municipality	Time category (per cent within municipality)			
	1–15 minutes	16–30 minutes	>30 minutes	Total
Alb_Msu	89,2	10,8	*	**100,0**
Mkhondo	52,7	35,9	11,4	**100,0**
Pix_Lek_Dip	84,0	16,0	*	**100,0**
Govan Mbeki	90,5	6,7	2,7	**100,0**
Vic_Ste_Emal_Emak	90,5	6,5	3,0	**100,0**
The_Dr J	84,1	11,8	4,2	**100,0**
Tha_Bus	66,6	22,8	10,6	**100,0**
Mbombela	74,2	22,4	3,4	**100,0**
Nko_Umj	70,0	19,1	10,8	**100,0**
Mpumalanga	**77,8**	**16,9**	**5,3**	**100,0**
Geographic location				
Urban	86,2	10,4	3,3	**100,0**
Rural	73,5	20,2	6,2	**100,0**

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

Table 9.15 deals with the time taken to reach the bus stop/station by households who used buses in the month preceding the survey. Over three quarters (77,8%) of households in Mpumalanga walk 1–15 minutes to their nearest bus stop/station. Govan Mbeki LM and Victor Khanye, Steve Tshwete Emalahleni and Emakhazeni LMs (90,5%) each, Albert Luthuli and Msukaligwa LMs (89,2%) and Thembisile and Dr JS Moroka LMs (84,1%) had the highest proportion of households walking for 1–15 minutes to their nearest bus stop/station.

About 17% (16,9%) of households took between 16 and 30 minutes to walk to the nearest bus stop/station. Mkhondo LM households had the highest percentage (35,9%) followed by Thaba Chweu and Bushbuckridge LMs (22,8%). Only 5,3% of households walked for over 30 minutes to the nearest bus stop/station, and Mkhondo LM had the highest percentage (11,4%). In both urban and rural areas, most households walked to their bus stop within 15 minutes and the least number of households walked for over 30 minutes. Households in rural areas were more likely to walk for more than 15 minutes to the nearest bus stop/station.

Figure 9.8: Percentage of households who used buses during the calendar month preceding the survey who walked for more than 30 minutes to the nearest bus station by municipality



Percentages calculated within municipalities.

Figure 9.8 illustrates the percentage of households who used buses and walked more than 30 minutes to the nearest bus station. There were only 5,3% of these households in the province. Mkhondo LM (11,4%), Nkomazi and Umjindi LMs (10,9%) and Thaba Chweu and Bushbuckridge LMs (10,6%) had the highest percentage of households that walked for more than 30 minutes to their nearest bus station. Households in Govan Mbeki LM (2,7%) and Victor Khanye, Steve Tshwete, Emalahleni and Emakhazeni LMs (3,0%) were less likely to walk for more than 30 minutes to their nearest bus stations.

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

Reasons	Municipality (per cent within municipality, all reasons combined)									
	Alb_Msu	Mkhondo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_ Emal_Emak	The_Dr J	Tha_Bus	Mbombela	Nko_Umj	Mpumalanga
Not available	56,8	52,2	46,0	13,5	38,0	0,2	15,4	10,8	7,8	**27,2**
Prefer taxi	16,1	10,9	17,6	28,6	12,3	26,5	14,0	32,7	28,0	**18,7**
Prefer private transport	7,6	0,5	13,4	26,6	12,3	10,2	5,4	16,0	5,7	**11,3**
Can walk	3,2	3,4	3,7	6,0	5,1	9,5	1,1	4,1	4,2	**4,2**
Don't travel much	2,4	0,7	8,4	8,8	3,2	25,0	4,9	11,9	19,1	**7,6**
Reasons relating to service attributes	13,4	31,8	10,0	16,2	28,3	27,3	58,6	23,8	34,8	**30,3**
Other	0,6	0,5	0,8	0,3	0,9	1,3	0,7	0,6	0,3	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Reasons relating to service attributes were the most prevalent at 30,3% for not using buses during the month preceding the survey. More than a quarter of households (27,2%) did not use buses because they were not available; this was followed by 18,7% households who preferred taxis. Reasons relating to

service attributes were most common in Thaba Chweu and Bushbuckridge LMs (58,6%), followed by Nkomazi and Umjindi LMs (34,8%) and Mkhondo LM (31,8%).
Albert Luthuli and Msukaligwa LMs (56,8%) followed by Mkhondo LM (52,2%) and Pixley Ka Seme, Lekwa and Dipaleseng LMs (46,0%) had the highest proportion of households who did not have buses available.

Of the households who preferred taxis more than buses to move around, Mbombela LM had the highest percentage at 32,8%, followed by Govan Mbeki LM at 28,6% and Nkomazi and Umjindi LMs at 28,0%.

Table 9.17: Dissatisfaction with bus services by municipality

Attributes of the bus service	Municipality (per cent across municipalities, within MP)									
	Alb_Msu	Mkho-ndo	Pix_Lek_Dip	Govan Mbe	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
The distance between the bus stop and your home	3,9	3,0	1,5	4,2	7,1	21,2	11,7	38,1	9,3	**100,0**
The travel time by bus	3,1	3,5	1,6	2,2	8,0	47,2	13,4	10,5	10,6	**100,0**
Security on the walk to/from the bus stop	2,0	3,5	1,2	5,3	6,3	34,3	8,0	36,1	3,4	**100,0**
Security at the bus stops	2,0	4,1	1,0	3,9	5,3	37,0	10,0	33,7	2,9	**100,0**
Security on the buses	2,5	2,3	1,4	1,5	7,1	35,8	7,9	37,1	4,3	**100,0**
The level of crowding in the bus	1,4	1,7	0,9	4,6	6,2	37,9	9,7	26,4	11,2	**100,0**
Safety from accidents	3,4	2,5	1,6	3,2	8,5	65,7	6,3	5,7	3,1	**100,0**
The frequency of buses during peak period	4,4	3,8	1,2	2,1	10,3	47,6	14,0	9,5	7,0	**100,0**
The frequency of buses during off-peak period	4,1	3,4	1,6	1,6	8,3	44,0	14,6	15,5	6,9	**100,0**
The punctuality of buses	4,4	3,1	0,8	5,0	8,2	58,6	7,8	6,1	6,0	**100,0**
The bus fares	1,7	3,6	0,5	7,1	4,1	60,4	7,1	9,4	6,2	**100,0**
The facilities at the bus stop, e.g. toilets, offices	1,7	2,9	1,6	13,0	7,4	40,0	11,5	15,8	6,0	**100,0**
Behaviour of the bus drivers towards passengers	3,6	1,5	0,7	7,1	8,7	57,3	5,6	10,1	5,5	**100,0**
The bus service overall	3,7	3,6	1,2	6,1	7,1	57,2	10,5	8,8	1,7	**100,0**
Availability of information	4,9	2,1	1,2	9,5	5,5	51,9	13,3	3,9	7,8	**100,0**
Attributes of the bus service	**Municipality (per cent within municipality)**									
	Alb_Msu	Mkho-ndo	Pix_Lek_Dip	Govan Mbeki	Vic_Ste_Emal_Emak	The_Dr J	Tha_Bus	Mbo-mbela	Nko_Umj	Mpuma-langa
The distance between the bus stop and your home	27,7	39,2	40,6	16,9	23,6	24,5	33,4	41,8	23,3	**30,0**
The travel time by bus	20,5	44,6	39,0	8,5	26,5	53,7	39,3	11,2	26,2	**29,6**
Security on the walk to/from the bus stop	32,7	59,9	36,6	26,9	27,7	55,6	30,9	48,3	15,9	**41,3**
Security at the bus stops	30,6	67,3	32,3	17,6	22,7	58,1	36,8	44,4	13,0	**39,9**
Security on the buses	26,1	33,0	38,5	6,6	26,4	49,3	25,2	43,0	12,9	**34,1**
The level of crowding in the bus	19,6	40,1	39,3	33,6	38,5	81,8	53,2	52,6	50,4	**55,4**

Safety from accidents	25,3	32,3	39,3	12,9	28,3	75,4	17,9	6,4	7,8	**29,9**
The frequency of buses during peak period	41,3	54,1	32,7	9,1	37,4	60,4	45,2	10,1	19,1	**32,7**
The frequency of buses during off-peak period	40,6	51,6	46,3	7,5	32,0	59,7	51,1	20,2	20,0	**35,5**
The punctuality of buses	31,9	39,4	19,3	18,9	26,3	66,2	22,5	5,0	14,8	**28,9**
The bus fares	13,0	44,7	10,8	25,7	13,4	68,4	20,5	8,8	15,0	**29,0**
The facilities at the bus stop, e.g. toilets, offices	27,3	57,9	61,0	75,4	39,2	75,0	55,1	25,6	22,6	**47,3**
Behaviour of the bus drivers towards passengers	19,0	15,0	13,7	21,3	22,1	51,9	12,8	6,3	10,5	**22,6**
The bus service overall	37,0	47,2	26,4	24,1	24,6	66,9	32,6	7,7	4,7	**31,0**
Availability of information	33,7	24,9	27,3	34,7	16,7	55,3	38,5	4,1	18,2	**28,0**

Table 9.17 shows the level of dissatisfaction with bus services in the province. More than half of the households in Mpumalanga (55,4%) were dissatisfied about the level of crowding in buses; 47,3% were dissatisfied about the facilities at the bus stop.

The level of crowding in the bus is a huge problem for households in Thembisile and Dr JS Moroka LMs (81,8%), Thaba Chweu and Bushbucks LMs (53,2%), Mbombela LM (52,6%) and Nkomazi and Umjindi LMs (50,4%). Security on the walk to/from the bus stop affected many households from Mkhondo LM (59,9%), Thembisile and Dr JS Moroka LMs (55,6%), Mbombela LM(48,3%) and Pixley Ka Seme, Lekwa, and Dipaleseng LMs (36,6%). Facilities at the bus stop was another reason for dissatisfaction with households in Govan Mbeki LM (75,4%), Thembisile, Dr JS Moroka LMs (75,0%), Pixley Ka Seme, Lekwa, and Dipaleseng LMs (61,0%) and Mkhondo LM (57,9%).

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**

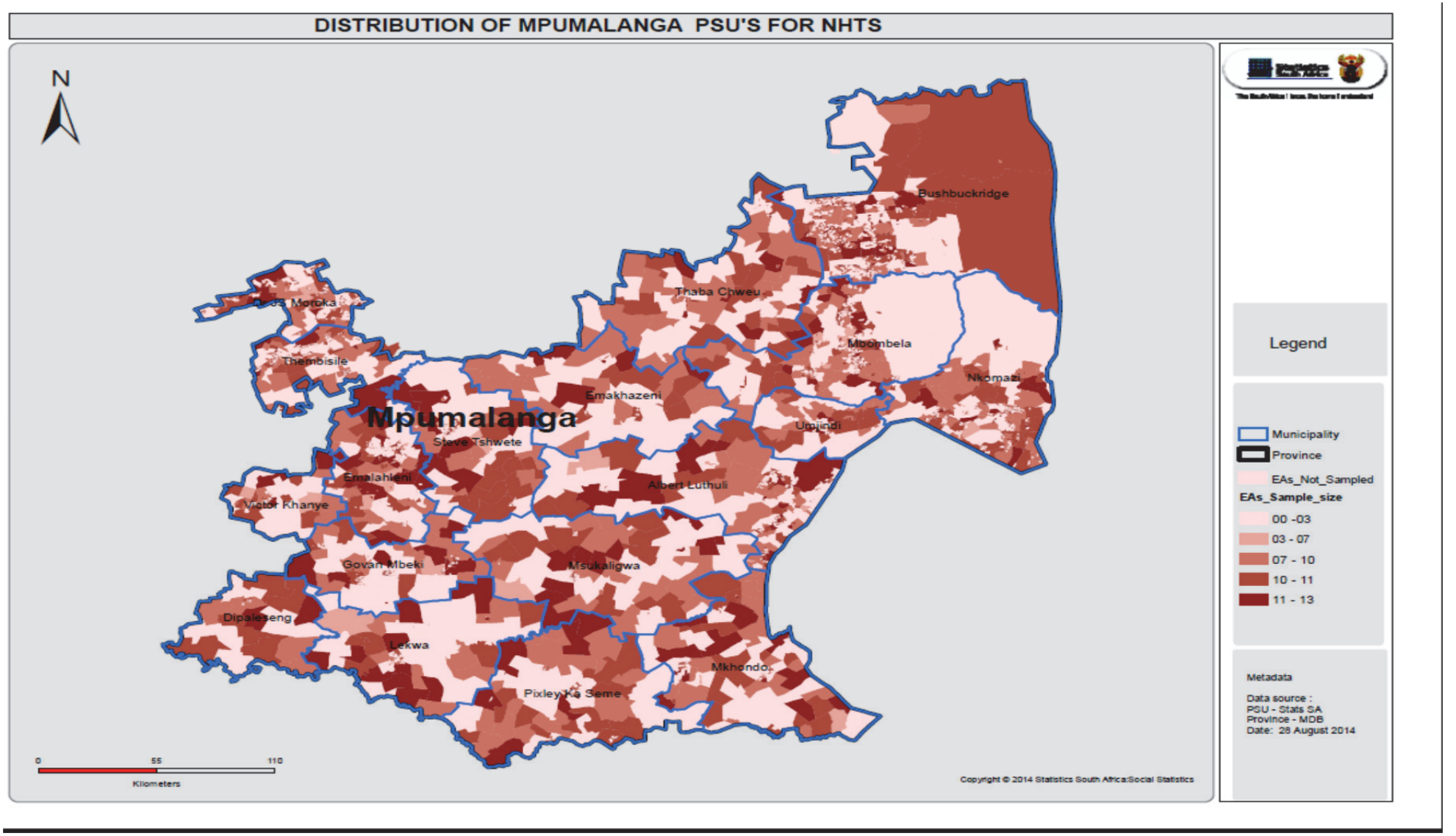
Table 10.3: Sample distribution across municipality

Municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Alb_Msu	32	10	318
Mkhondo	14	10	139
Pix_Lek_Dip	32	10	327
Govan Mbeki	28	10	283
Vic_Ste_Emal_Emak	80	10	831
The_Dr J	54	10	566
Tha_Bus	40	11	425
Mbombela	54	11	573
Nko_Umj	32	10	332
Mpumalanga	**366**	10	**3794**

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 Mpumalanga

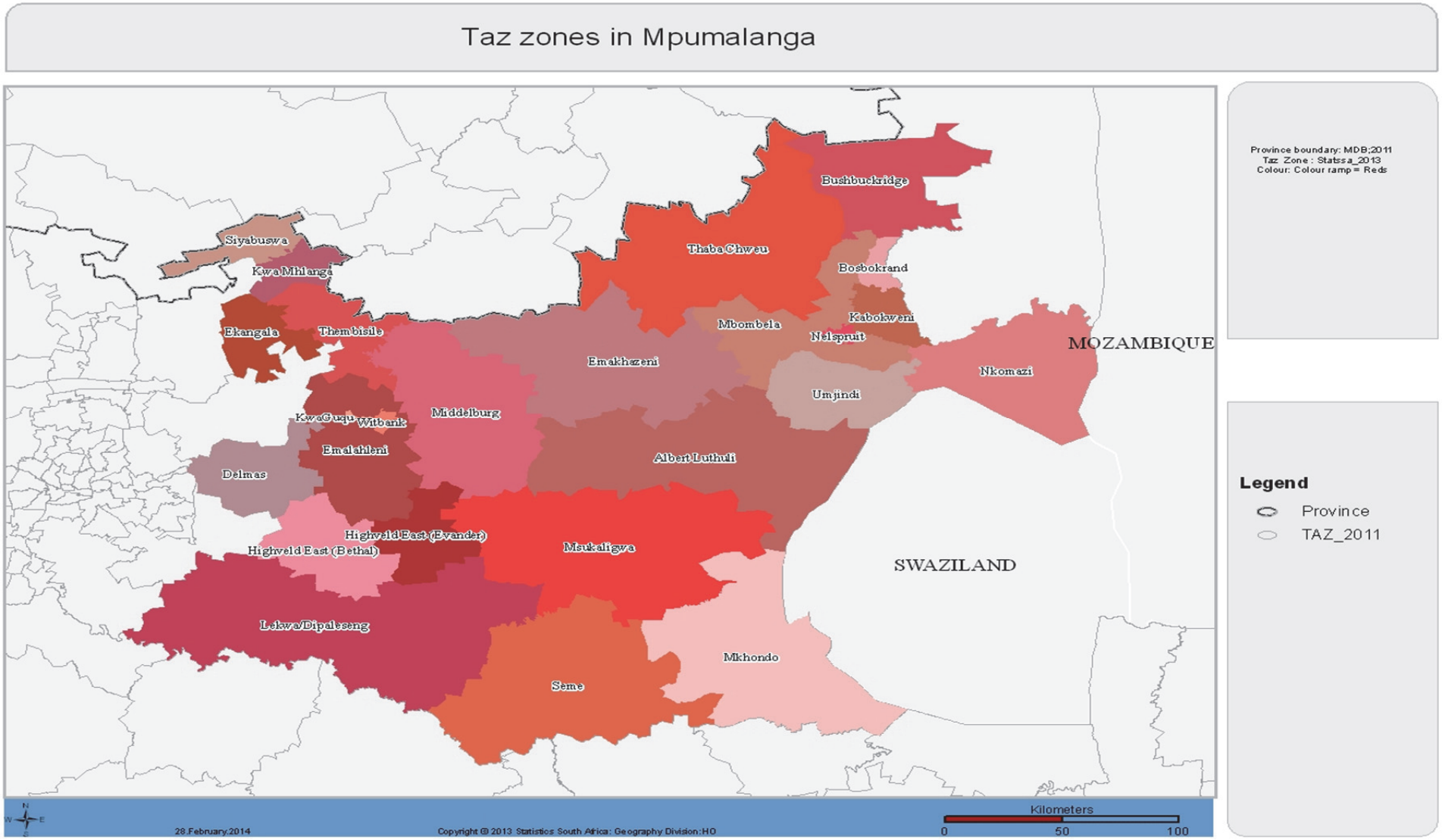
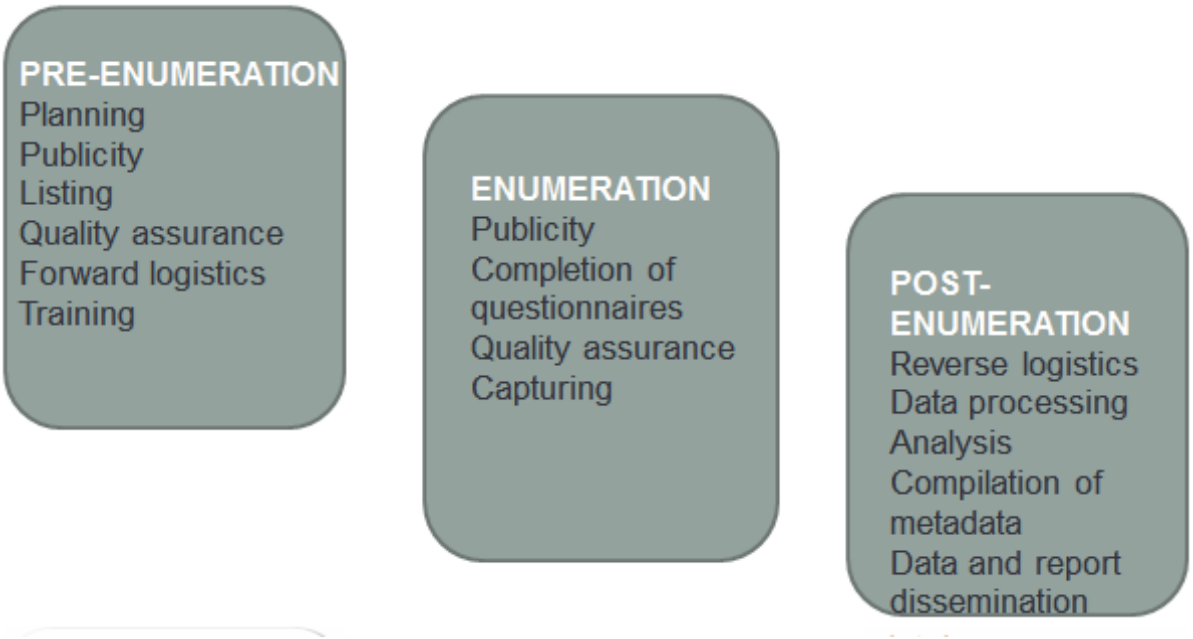


Figure 10.1: Phases of data collection



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 1 February 2013 in Pretoria, and was attended by 65 trainers representing all nine provinces. They were responsible for provincial training which took place from 5 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 10.2 below.

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

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

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	43389	83,6
12	Partly Completed	1	118	0,2
21	Non-contact	2	5409	10,4
22	Refused	2	2345	4,5
31	Unoccupied	3	26	0,1
32	Vacant	3	8	0,0
33	Demolished	3	2	0,0
34	New dwelling under construction	3	2	0,0
Missing or Invalid	Missing or Invalid codes	3	605	1,2

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

Table 10.7: National and provincial level response rates

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

10.6 Limitations of the study

The sample design is such that households and individuals who live in institutions such as boarding houses, residential hotels, military barracks and hospital accommodation were excluded. The study was executed within a limited time frame and with contract survey officers. Training had to start after the December holidays and fieldwork had to be completed before travel patterns changed for the Easter school holidays at the end of March. Given that the Stats SA provincial offices are occupied with other surveys throughout the course of the year, executing an ad hoc survey, albeit with contract workers, placed additional strain on their organisation resources. Even though care was taken to train the survey officers and monitor the implementation of the survey, its sheer scope made it difficult to ensure that the survey is implemented in exactly the same way in all districts. A number of questionnaire printing errors

resulted in an addendum being distributed during training in order for errors to be corrected. This may also not have been applied consistently across all provinces.

10.7 Comparability with previous surveys

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

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

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

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

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

4) If re-benchmarking was done, no adjustment at sub-provincial level would have been possible given the constraints mentioned in points 1 and 2. In 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 used 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 included food and other shops, traditional healers and tribal authorities, municipal, welfare and post offices, police stations and medical services.
Farms	Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large. Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing.
Gautrain	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng, South Africa, which links Johannesburg, Pretoria, Ekhuruleni and OR Tambo International Airport.
Home	The residential base of a household. In some 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 are usually situated on a common site (see Special Dwelling for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The head of the household is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation; • Is responsible for the rent of the household accommodation; • Has the household accommodation as an allowance (entitlement) *etc*.; • Has the household accommodation by virtue of some relationship to the owner, lessee, *etc*. who is not in the household; or • Makes the most decisions in the household. If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defence force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16000 kg>= C1 = HMV, 3500 kg up to 16000 kg EC1 = Heavy duty vehicle EC = Extra-heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: **1.** Train **2.** Bus **3.** Taxi **4.** Car driver **5.** Car passenger **6.** Walking all the way **7.** Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip e.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the eight metropolitan municipalities defined by the Municipal Structures Act namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16 seater vehicle which 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.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for 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 frailcare Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, *etc*. Such dwellings can be found as single units or in clusters.

Concept	Definition
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal settlements	This is communally owned land under the jurisdiction of a traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements.
Trip	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.
Unoccupied dwelling	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.
Urban	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification, excluding areas classified as metropolitan by the Municipal Demarcation Board.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council control development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.
Vacant dwelling	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
Vacant stand	A stand, fenced or unfenced, which has no observable structure erected on it.
Vacation trip	Day/overnight trips taken for the purpose of holiday or leisure. Also considered to be 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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