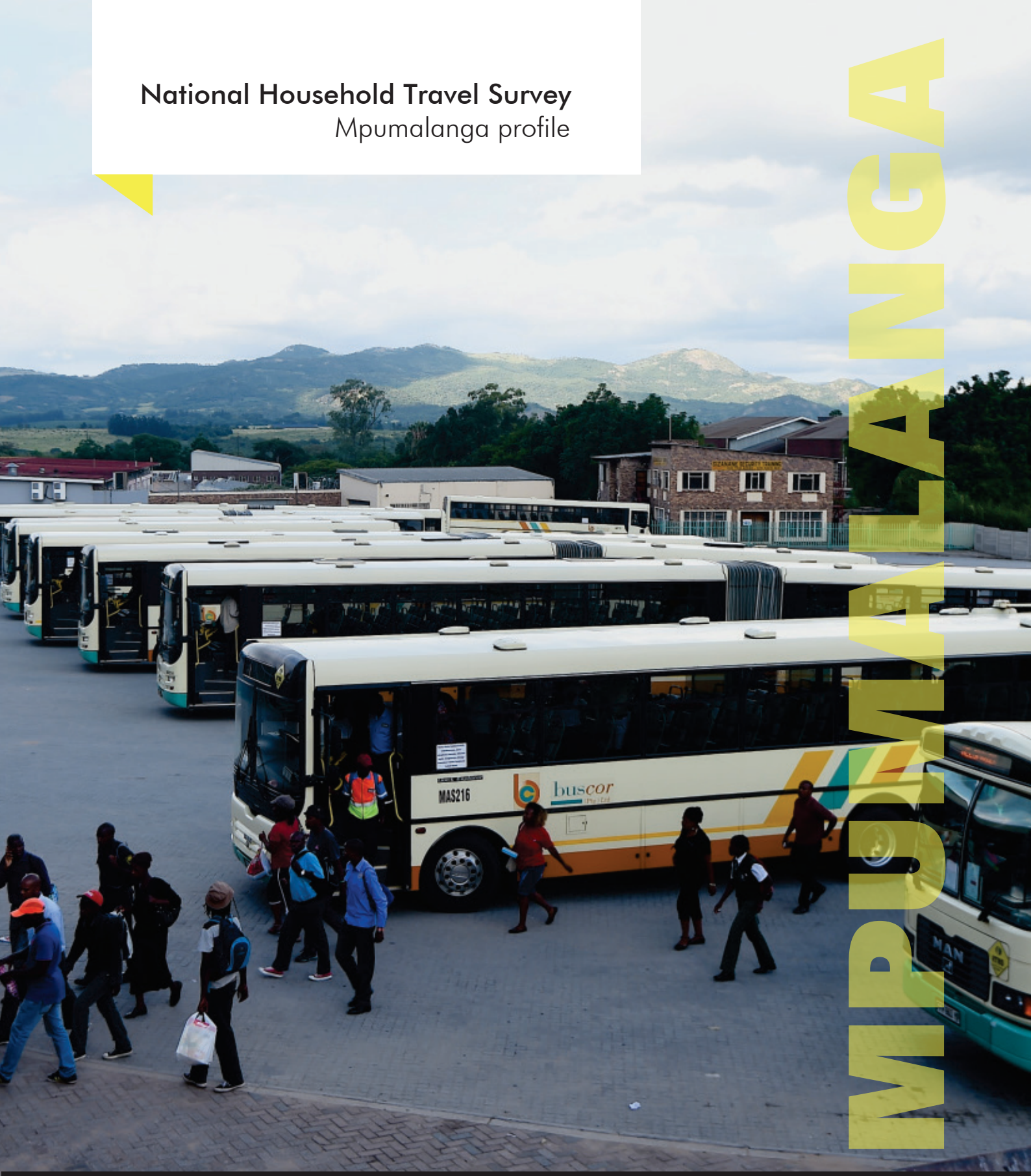
National Household Travel Survey
Mpumalanga profile



MPUMALANGA

IMPROVING LIVES THROUGH DATA ECOSYSTEMS

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NHTS Provincial Report
Mpumalanga Profile
2022

Statistics South Africa

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Statistician General

Report No. 03-20-08

National Household Travel Survey – Mpumalanga Transport Profile, 2022 /Statistics South Africa

Published by Statistics South Africa, Private Bag X44, Pretoria 0001

Stats SA Library Cataloguing-in-Publication (CIP) Data
National Household Travel Survey – Mpumalanga Transport Profile, 2022 /Statistics South Africa, Pretoria: Statistics South Africa, 2022

Report no. 03-20-08
pp 103

ISBN: 978-0-621-5000-4

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Contents

List of tables

List of figures

Abbreviations

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

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

The majority of persons in Mpumalanga who undertook trips during the seven days prior to the interview lived in Ehlanzeni, and the least number of persons who undertook trips were recorded in Gert Sibande.

Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (about 98%) on weekdays, whilst the 15–19 years old age group were the second most likely group (about 89%) to travel during these periods.

The 20–25 and 26–40 years' age groups were the most likely to find themselves on the road (about 42,9% to 46,0%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54years age group. Travelling patterns for this age group were 26,4% for Saturdays and 49,5% for Sundays.

Main purpose of travel by household members

The most dominant purpose of traveling in Mpumalanga was travelling to educational institutions (33,4%) followed by usual place of work (20,6%). Travelling to welfares offices was the least cited main purpose of travelling where only 0,2% cited it as the prevalent reason of travelling.

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

A little more than 1,6 million Mpumalanga residents walked all the way to their destination, followed by more than three quarters of a million individuals who made use of a taxi and more three hundred thousand who used a car/truck as the driver of such vehicle.

Education and education-related travel

Learners in rural areas (61,1%) were more likely to attend an educational institution than those in urban areas (38,9%). Walking all the way was the primary method used by scholars to reach their school (72,7%). This pattern is also true for disabled scholars (81,1%). The results indicate that provincially, the vast majority of learners were attending classes (97,5%) rather than being taught through distance learning (2,5%). Ehlanzeni (39,5%) had the highest percentage of learners who attended distance learning compared to other district municipalities.

Of the individuals who attended an educational institution, nearly seventy per cent walked all the way (69,4%), and about 14,0% of the learners travelled by taxi to their educational institutions. Of those who used private transport, most learners were passengers (7,4%) in cars/trucks rather than drivers (2,1%). The results show that most learners in the country walked all the way to their educational institutions (68,2%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (18,9%).

Nearly half of the learners (48,6%) who attended an educational institution in all the district municipalities in Mpumalanga left home between 07:00 and 07:59. A significant percentage of learners (35,0%) left between 06:30 and 06:59.

As far as travel costs are concerned, provincially, travelling by taxi was the most expensive mode of travel for learners, with a mean of R894, and travelling by car/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R234.

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

Workers' geographic location

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers. About sixty per cent (57,6%) of rural workers indicated that they worked five days a week compared to 54,3% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (13,7%) or more than five days a week (32,0%).

Provincially, almost a quarter of a million workers walked all the way to their place of work. The highest percentage of workers who walked to work were found in Gert Sibande (28,1%) followed by Nkangala (28,0%), while cyclists were most likely to come from Nkangala (48,6%).

Of the 0,2 million workers who drove all the way to work, more than two-thirds resided in urban areas while more than one-third resided in rural areas. Across the district municipalities, Ehlanzeni (52,7%) and Nkangala (27,9%) recorded the highest percentage of workers who drove all the way to work. By comparison, Nkangala (43,8%), recorded the highest proportions of workers who hitchhiked all the way to work.

Most workers walked all the way to their place of work because it is nearby/close enough to walk (68,9%). This reason was more likely to be given by workers in rural areas (74,5%) than workers in urban areas (61,8%). More than one-tenth of workers indicated that it was their choice to walk all the way to work (12,5%). This reason was most likely to be given in urban areas (20,1%).

The third most common reason was that public transport was too expensive (11,6%). It was noticeable that rural workers (12,7%) were much more likely to offer this as a reason than urban workers (9,8%).

Business trips

Of the 1,2 million workers aged 15 years and older who were interviewed, only 0,1 million indicated that they undertook business trips during the reference period. Nearly 45% (44,7%) business travellers were from Nkangala and 34,6% were from Ehlanzeni. Gert Sibande (20,7%) contributed the least to the provincial business travel count.

Provincially, most (44,9%) business trips were made using private cars or truck as drivers. The second most used mode of travel for business trips were taxis at 32,5%.

Ehlanzeni (60,3%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel followed by Gert Sibande (50,6%). Concerning the business trips made by taxis, business travellers in Nkangala (39,1%) were more likely to use this mode than in any other district municipality.

Other travel patterns

Day trips

Nkangala had the highest proportion of persons who had undertaken day trips at 53,8%, followed by Ehlanzeni (25,4%). Gert Sibande (20,8%) had the smallest proportion of persons who undertook a day trip in the twelve months prior to the interview.

The most common reasons for taking a day trip were visiting friends/family/ancestral home (46,3%). Shopping was the second most reason cited for taking a day trip at 11,6%, followed by leisure/holiday at 11,1%. Persons undertook day trips mainly for funeral events (8,5%), and to look for work (7,2%).

When considering district municipality distributions, shopping for personal or business purposes was the most popular purpose in Gert Sibande (16,0%) for persons who undertook day trips, followed by Nkangala (12,0%) and Ehlanzeni (7,2%). Ehlanzeni (22,6%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Nkangala (8,9%) and Ehlanzeni (8,5%).

Overnight trips

About 49% (48,6%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck driver at 18,6%, while 18,0% preferred a car/bakkie/truck as a passenger as their main mode of travel. Only 9,8% of travellers made use of buses.

Nkangala had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Ehlanzeni (26,4%), followed by Gert Sibande (19,0%).

Being a passenger or driver in a car/bakkie/truck accounted for more than twenty per cent of the preferred mode of travel in Gert Sibande (26,3%) and 22,7% in Ehlanzeni respectively.

Household travel patterns, attitudes and perceptions

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

Most households who travelled to food or grocery shops (67,5%) travelled 15 minutes or less, followed by 18,7% who travelled between 16 and 30 minutes. More than seven in ten households lived within 30 minutes' travel time from other shops, religious institutions and medical service facilities.

Services for which significant percentages of households have to travel more than an hour include a library (45,8%), tribal authority (42,6%), post office (26,6%) and welfare office (21,8%).

Use of taxis, buses and trains

More than half of Mpumalanga households walked to religious institutions (58,6%), while 56,4% walked to food or grocery shops, and 40,1% walked to a medical service facility. Taxis were the second most used mode of travel to access these facilities and services. More than six in ten of households used a taxi to go to Home Affairs offices (64,6%), while 64,4% travelled by taxi to access financial services/banks and 62,7% travelled by taxi to visit other shops. Taxis were also the main mode of travel to the police station (53,3%) and accessing municipal offices (58,2%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (15,0%), financial services/banks (14,3%) and medical services (14,2%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

Attitudes and perceptions about transport

About ten per cent (10,2%) of households indicated that they had no transport-related problems. The most important problem mentioned provincially was the poor condition of roads (11,3%). District municipalities with the most complaints about the condition of roads were Gert Sibande (15,2%) and Nkangala (11,2%).

Provincially, about twelve per cent (12,2%) of households identified unavailability of buses at specific times as their main transport-related problem. Ehlanzeni (22,0%) had the highest percentage of households that mentioned this particular problem. Provincially, almost ten per cent (9,9%) of households indicated that taxis were too expensive. Proportionally, households in Gert Sibande (21,9%) were more likely to be concerned about the cost of travel by taxi. About four per cent (4,0%) of households considered reckless driving by taxi drivers as one of their transport related problems.

Dissatisfaction with taxi, and bus services

Most households were dissatisfied with the facilities at the taxi rank, e.g. shelters (33,9%), waiting time for taxi (30,1%), taxi fare (28,7%) and security on the walk to/from the taxi rank (26,8%) were the attributes most likely to elicit dissatisfaction amongst users.

The facilities at the taxi rank, e.g. shelters were more prevalent in Gert Sibande (56,0%). Households who were not satisfied with the distance between the taxi rank/route and home were found more in Nkangala (27,7%) followed by Ehlanzeni (26,6%). The roadworthiness of taxis was of most concern in Nkangala (32,6%) and Gert Sibande (31,1%).

Majority of households were dissatisfied with the facilities at the bus stop, e.g. toilets, offices (47,6%) and the level of crowding in the bus (46,7%). Comparisons between district municipalities indicate that the distance between the bus stop and home was most important in Nkangala (24,3%), followed by Ehlanzeni (18,6%). The level of crowding in the bus were most likely to be problematic in Nkangala (74,3%) and Gert Sibande (13,4%), whilst facilities at the bus stop were an important source of dissatisfaction in Nkangala (78,5%) followed by Gert Sibande (67,2%).

Security at the bus stop was of most concern in Nkangala (54,2%) and Gert Sibande with (35,8%). Availability of bus information was of most concern in Nkangala and Gert Sibande at 53,9% and 29,9% respectively.

Factors influencing the household's choice of transport

Almost all three district municipalities mentioned travel cost as their biggest factor influencing their choice of travel mode, followed by travel time. The pattern was different in Ehlanzeni where reliability (34,5%) was mentioned by more households than travel costs (24,1%). In Ehlanzeni, 34,5% of the households mentioned reliability as more important than travel time (10,9%) and travel cost (24,1%).

Across all district municipalities more households found that comfort was a more important factor than distance from home to transport. Nearly equal percentages of Nkangala households mentioned safety from accidents and distance from home to transport as important factors (3,3% and 3,2% respectively). Drivers attitude was considered important in Nkangala (4,1%).

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

About forty-thousand households owned between one and three bicycles. One thousand households owned more than three bicycles.

Risenga Maluleke
Statistician-General

1. Introduction

This report presents a selection of key findings for the Gauteng transport profile sourced from the National Household Travel Survey (NHTS) 2020, conducted by Statistics South Africa (Stats SA) from January 2020 to March 2020.

1.1 Background

Even though administrative systems provide a wide variety of travel data, most transport strategies and policies have to be based on an understanding of household and individual travel patterns. The Department of Transport (DOT) conducted the first NHTS in 2003 in collaboration with Stats SA. This survey covered a representative sample of about 50 000 dwelling units (DUs) nationwide, and 45 000 DUs were successfully interviewed. The information that was gathered was used for national transport planning and policymaking activities of the Department.

Although a second travel survey was supposed to be conducted after five years, i.e. in 2008, the financial resources were only made available in 2012. The second NHTS was conducted between January and March 2013 with a sample size of 51 300 DUs and culminated in one national and nine provincial reports. Reporting was done at provincial and district level in cases where district municipalities were large enough. This particular survey was fully funded, and in addition to data collection, Stats SA was also responsible for the production of one national and nine provincial reports. Subsequent to that, three thematic reports were also produced using this data.

Prior to the 2013 survey, a pilot survey was conducted on a small scale – mainly to test the questionnaire, its contents, and the training manual. Preparations for the pilot survey started in 2010 with stakeholder consultation related to the questionnaire. The NHTS 2020 followed a similar approach and objectives to the 2013 survey. The test was conducted in 2019 on a small scale – mainly to test the questionnaires, training manual and quality assurance program. The test was conducted in three provinces, namely North West, Mpumalanga and Gauteng.

The NHTS 2020 was executed across all nine provinces using a two-staged random stratified sample of 65 000 DUs. Data collection was scheduled for a two-month period stretching from 27 January to 20 March 2020. A mop-up period was planned for the week of 23–27 March 2020, but this had to be cancelled following the suspension of all fieldwork on 19 March 2020 due to the COVID-19 pandemic. Although the suspension, fortunately, happened on the last day of regularly scheduled fieldwork, it still meant that non-response and out-of-scope verification could not be completed. More information related to the questionnaire content and design, sampling and weighting methodology, and data collection can be found in section 7 of this report and 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 an animal-drawn vehicle. It encompasses travel related to education facilities, work, business and leisure. 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, the survey collected household-level information about individuals' demographic profiles, the household's socio-economic circumstances, and general attitudes and perceptions about transport.

Even though the questionnaire is similar to the 2013 questionnaire, the slight rewording of questions and the addition of categories to make the questionnaire more relevant to current circumstances, resulted in only a limited number of questions being directly comparable. To build a comprehensive time series for household and individual travel patterns, it will be imperative that the survey be repeated every five years. Furthermore, few changes should be made to the questionnaire to ensure comparability.

1.2 Objectives of the survey

The objectives of the NHTS 2020 have been formulated within the context of the transport-related policy, strategic and planning responsibilities of the NDoT, and also within the requirements of the Medium Term Strategic Framework (MTSF) 2019–2024, as well as the imperatives of the National Development Plan 2030. The survey also focuses explicitly on households and individuals in South Africa, and is aimed at the following:

- To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- To measure key performance indicators (KPIs) as required by the National Land Transport Act and the National Land Transport Strategic Framework;
- To understand the transport needs and behaviours of households;
- To ascertain the cost of transport to households;
- To assess attitudes towards transport services, facilities and the quality of transport facilities which they are required to use;
- To measure the availability, ownership and use of motor cars;
- To understand the travel choices of different market segments;
- To determine the extent of accessibility to opportunities such as work, education, markets, medical services, police and welfare, social and municipal services;
- To measure usage of non-motorised transport in households;
- To assess the accessibility of public transport for people with disabilities and elders in the community; and

1.3 Survey scope

The survey's target population 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. It is, therefore, representative only of non-institutionalised and non-military persons in South Africa.

1.4 Purpose

The primary purpose of the survey is to understand the transport needs and behaviours of households and individuals, to assess attitudes towards transport services and facilities, to ascertain the cost of transport and to determine accessibility to services (work, health, education, and others) by collecting information for the following purposes:

- To serve as the basis for NDoT research, planning and policy formulation.
- To assist transport authorities to target subsidies effectively.
- To serve as a data source for the definition and measurement of Key Performance Indicators for land passenger transport.
- Furthermore, the NHTS results will enable the government to understand how the travelling public responds to its policies and strategies throughout the nation and in its provinces and district municipalities.

2. General travel patterns

2.1 Trips undertaken during the seven days preceding the survey

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

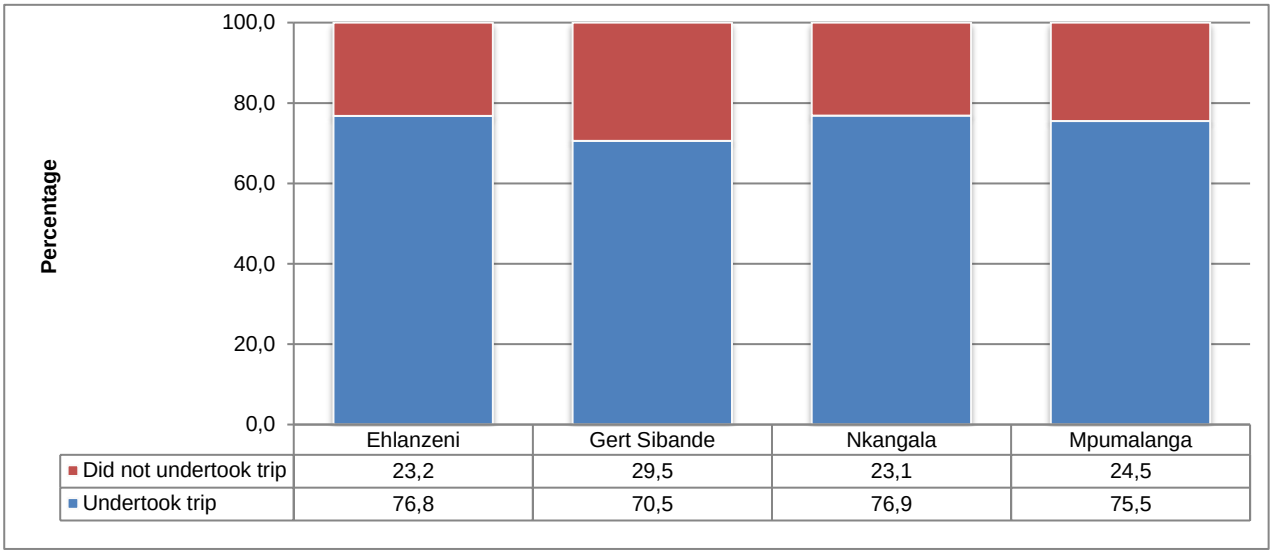
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2020

District Municipality	Undertook trip				Population ('000)	
	Number ('000)		Percentage of MP			
	2013	2020	2013	2020	2013	2020
Ehlanzeni	1 420	1 542	41,7	44,0	1 720	2 007
Gert Sibande	918	704	27,0	20,1	1 038	998
Nkangala	1 066	1 255	31,3	35,8	1 350	1 632
Mpumalanga	**3 404**	**3 500**	**100,0**	**100,0**	**4 108**	**4 636**

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

Table 2.1 shows that the number of South Africans who travelled during the seven days prior to the survey increased from 3,4 million in 2013 to 3,5 million in 2020. Of those who took trips across all district municipalities, Ehlanzeni (44,0%) had the largest number of individuals who undertook trips during the seven days prior to the interview, followed by Nkangala (35,8%). Gert Sibande had the least number of persons who undertook trips (20,1%).

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



Percentage calculated within the district municipality.

Figure 2.1 shows the percentage of persons who undertook trips seven days before the interview. A total of 75,5% Mpumalanga residents undertook trips seven days prior to the interview. When the proportion of travellers within district municipalities is considered, persons of Nkangala (76,9%) and Ehlanzeni (76,8%) were slightly equally most likely to travel have travelled in the week before their interviews.

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

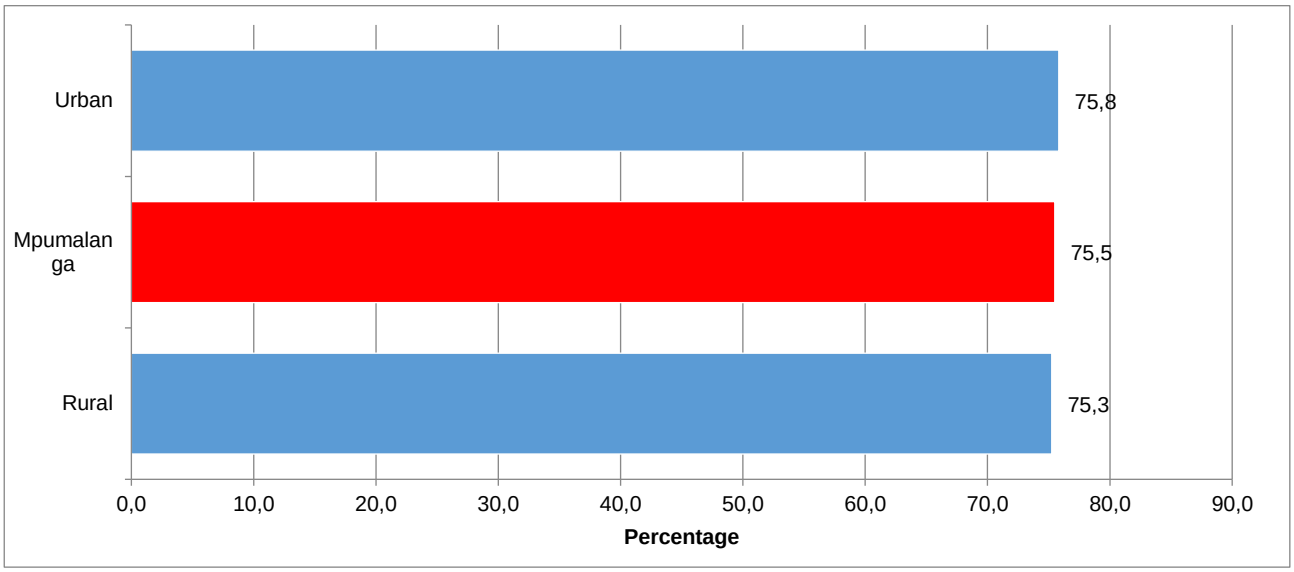


Figure 2.2 shows that the highest proportion of persons who undertook trips seven days prior to the interview were located in urban areas (75,8%) and those in the rural areas were at 75,3%, which was slightly lower than the provincial percentage of 75,5%.

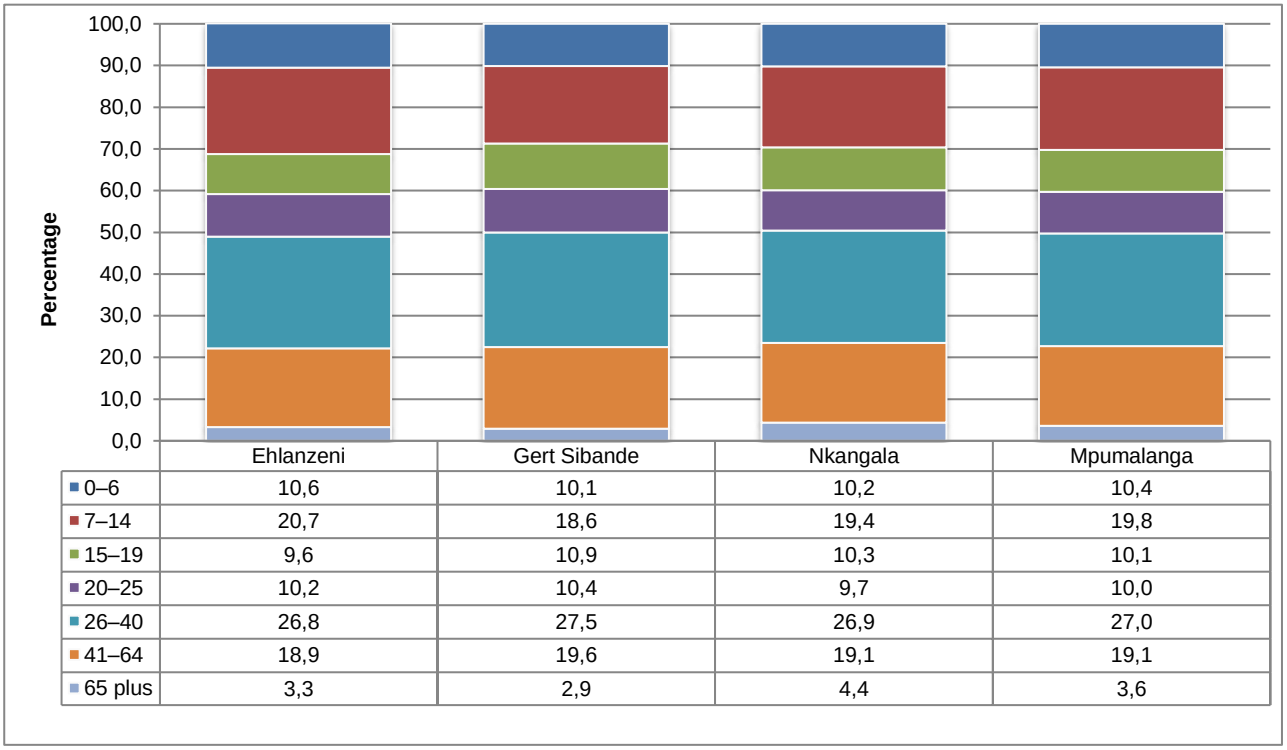
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District Municipality	Number persons who undertook trips(`000)	Sex			
		Male		Female	
		Number (`000)	Percentage of District municipality	Number (`000)	Percentage of District municipality
Ehlanzeni	1 542	791	51,3	751	48,7
Gert Sibande	704	353	50,2	351	49,8
Nkangala	1 255	624	49,8	630	50,2
Mpumalanga	3 500	1 768	50,5	1 732	49,5

Percentage calculated within the district municipality, within Mpumalanga

Provincially, nearly equal proportions of persons who undertook trips were males (50,5%) compared to the 49,5% of females, as shown in Table 2.2. These patterns were observed in most district municipalities; however, Nkangala had more females (50,2%) who undertook trips than males (49,8%).

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



	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
0–6	10,6	10,1	10,2	10,4
7–14	20,7	18,6	19,4	19,8
15–19	9,6	10,9	10,3	10,1
20–25	10,2	10,4	9,7	10,0
26–40	26,8	27,5	26,9	27,0
41–64	18,9	19,6	19,1	19,1
65 plus	3,3	2,9	4,4	3,6

Percentages calculated within district municipalities.

Figure 2.3 represents the percentage of persons who undertook trips in the seven days preceding the survey period by district municipality and age group. In Mpumalanga, persons aged 0–6 years (10,4%) were less likely to travel than those aged 7–14 years (19,8%). Individuals aged 65 years and older were the least likely to travel (3,6%). The age group 26–40 years living in Gert Sibande were more likely to travel than those living in other district municipalities.

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

Indicator		Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex	Male ('000)	1 711	1 667	1 670	1 651	1 650	687	855
	Per cent of males	74,7	72,8	72,9	72,1	72,1	30,0	37,4
	Female ('000)	1 509	1 479	1 495	1 470	1 467	586	985
	Per cent of females	64,3	63,0	63,7	62,6	62,5	25,0	42,0
Age group								
0 - 2	Number	65	64	63	63	62	17	45
	Per cent in age group	21,9	21,5	21,1	21,1	20,9	5,7	15,1
3-4	Number	124	124	124	123	123	14	48
	Per cent in age group	67,8	67,8	67,8	67,2	67,2	7,7	26,2
5-6	Number	174	174	174	174	174	22	61
	Per cent in age group	97,8	97,8	97,8	97,8	97,8	12,4	34,1
7-14	Number	716	715	716	715	715	108	246
	Per cent in age group	98,1	97,9	97,9	97,9	97,9	14,8	33,7
15 - 19	Number	355	354	356	360	354	100	138
	Per cent in age group	89,2	88,9	89,4	90,5	88,7	25,1	34,7
20 - 25	Number	294	289	285	281	289	170	207
	Per cent in age group	61,0	60,0	59,1	58,4	60,0	35,3	42,9
26 - 40	Number	839	802	802	787	790	490	566
	Per cent in age group	68,2	65,2	65,2	63,9	64,2	39,8	46,0
41 - 54	Number	427	411	422	406	407	218	276
	Per cent in age group	68,3	65,8	67,5	65,0	65,1	34,9	44,2
55 and above	Number	226	213	222	210	203	135	253
	Per cent in age group	44,3	41,8	43,5	41,2	39,7	26,4	49,5
Total	**Total**	**3 220**	**3 146**	**3 165**	**3 121**	**3 116**	**1 273**	**1 840**
	Per cent of all travellers	**69,5**	**67,9**	**68,3**	**67,3**	**67,2**	**27,5**	**39,7**

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

Table 2.3 provides information about days of the week when persons usually travel by age group and sex. Analysis by sex shows that generally, males were more likely to travel than females. The only day of the week when females were more likely to travel than males was on Sundays when 42,0% of females travelled compared to 37,4% of males who travelled.

Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (about 98%) on weekdays, whilst the 15–19 years old age group were the second most likely group (about 89%) to travel during these periods.

The 20–25 and 26–40 years' age groups were the most likely to find themselves on the road (about 42,9% to 46,0%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54 years age group. Travelling patterns for this age group were 26,4% for Saturdays and 49,5% for Sundays.

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

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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality			
		Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Did not need to travel	Number	203	161	120	**484**
	Per cent	43,9	55,7	31,8	**42,9**
Financial reasons/Too expensive	Number	48	43	51	**142**
	Per cent	10,3	15,0	13,4	**12,5**
Not well enough to travel/sick	Number	17	11	16	**44**
	Per cent	3,7	3,8	4,2	**3,9**
Too old/young to travel	Number	149	37	114	**300**
	Per cent	32,2	12,8	30,2	**26,6**
Disabled: unable to leave the house/transport inaccessible	Number	5	*	8	**16**
	Per cent	1,1	*	2,1	**1,4**
No particular reason	Number	11	9	21	**41**
	Per cent	2,3	3,1	5,6	**3,6**
Taking care of children/sick/elderly relative	Number	13	7	14	**34**
	Per cent	2,7	2,4	3,8	**3,0**
Other	Number	17	18	34	**69**
	Per cent	3,7	6,1	8,9	**6,1**
Total	**Number**	**463**	**289**	**377**	**1 129**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**

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

About 43% of household members said they had ‘no need to travel’ (42,9%) when asked why they did not travel in the seven days preceding the survey. This reason was more likely to be cited in Gert Sibande (55,7%) and Ehlanzeni (43,9%).

The second most common reason was that they were 'too old/young to travel' at 26,6% and this reason was most likely to be given in Ehlanzeni (32,2%) and Nkangala (30,2%). Financial reasons were the third most commonly mentioned reason provided by 12,5% of persons at provincial level and as many as 15,0% and 13,4% of Gert Sibande and Nkangala residents, respectively.

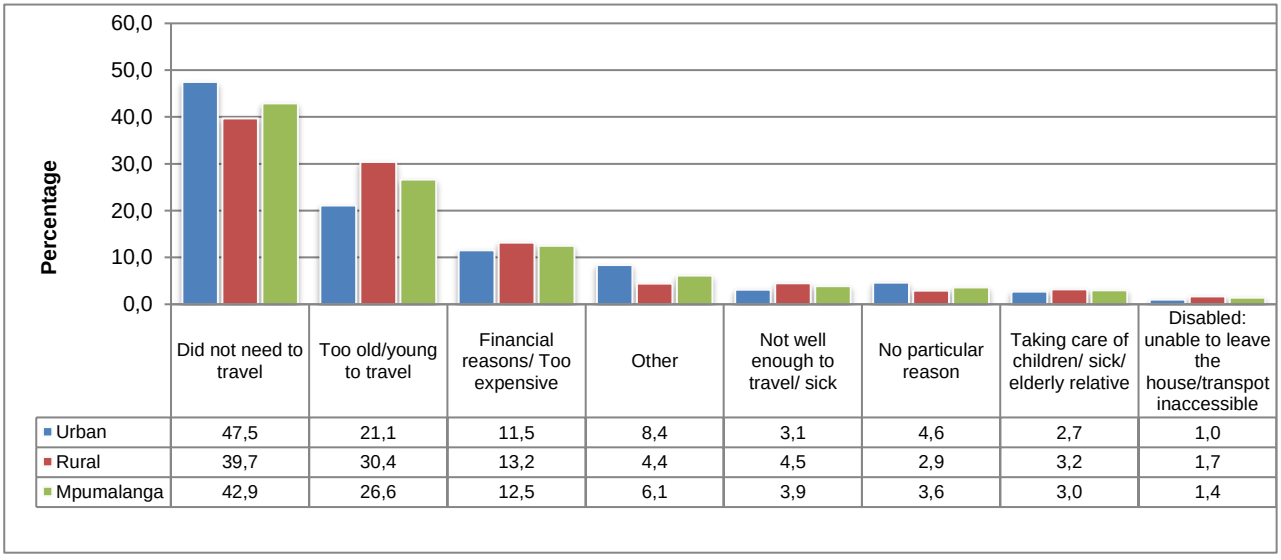
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Total
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	54	4	20	23	76	161	71	76	**484**
	Per cent	19,2	31,9	53,6	51,3	58,9	56,8	47,8	39,5	**42,9**
Financial reasons/Too expensive	Number	6	*	6	12	27	57	26	7	**142**
	Per cent	2,2	10,8	16,5	26,2	20,9	20,2	17,3	3,6	**12,5**
Not well enough to travel/sick	Number	*	*	*	*	*	13	9	16	**44**
	Per cent	0,2	1,3	5,0	1,4	*	4,6	5,9	8,5	**3,9**
Too old/young to travel	Number	219	6	4	*	*	*	*	70	**300**
	Per cent	77,1	49,2	12,1	1,5	*	*	0,3	36,4	**26,6**
Disabled: unable to leave the house/transport inaccessible	Number	*	*	*	*	*	4	4	5	**16**
	Per cent	0,1	*	2,2	1,2	1,3	1,3	2,6	2,6	**1,4**
No particular reason	Number	*	*	*	4	5	17	9	5	**41**
	Per cent	0,3	*	2,2	8,7	3,5	5,9	6,1	2,4	**3,6**
Taking care of children/sick/elderly relative	Number	*	*	*	*	7	13	9	4	**34**
	Per cent	0,1	*	*	0,7	5,2	4,5	6,3	2,3	**
Other	Number	*	*	*	4	11	19	20	9	**69**
	Per cent	0,8	6,8	8,3	8,9	8,2	6,6	13,7	4,6	**6,1**
Total	**Number**	**284**	**11**	**37**	**45**	**129**	**283**	**148**	**193**	**1 129**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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

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



	Did not need to travel	Too old/young to travel	Financial reasons/ Too expensive	Other	Not well enough to travel/ sick	No particular reason	Taking care of children/ sick/ elderly relative	Disabled: unable to leave the house/transpot inaccessible
Urban	47,5	21,1	11,5	8,4	3,1	4,6	2,7	1,0
Rural	39,7	30,4	13,2	4,4	4,5	2,9	3,2	1,7
Mpumalanga	42,9	26,6	12,5	6,1	3,9	3,6	3,0	1,4

Figure 2.4 shows main reasons for not travelling in the past seven days prior to the interview were by geographic location. 47,5% of persons residing in the urban areas cited that they did not need to travel as being the main reason for not travelling in the seven days prior to the interview, which is higher than the

provincial percentage at 42,9%. Too young/old to travel and financial reasons were more commonly cited as reasons in rural areas than in urban areas.

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

Main purpose for travelling	Statistics (numbers in thousands)	District municipality			Total
		Ehlanzeni	Gert Sibande	Nkangala	
Usual work place	Number	365	119	203	**688**
	Per cent	24,4	17,8	17,3	**20,6**
Visiting friends/relatives	Number	67	36	42	**145**
	Per cent	4,5	5,4	3,6	**4,3**
Taking children to school	Number	31	*	9	**42**
	Per cent	2,1	0,5	0,7	**1,3**
Educational institution	Number	557	173	386	**1 116**
	Per cent	37,2	25,9	32,9	**33,4**
Shops	Number	159	142	197	**498**
	Per cent	10,6	21,2	16,8	**14,9**
Looking for work	Number	65	47	110	**222**
	Per cent	4,4	7	9,4	**6,7**
Medical services	Number	23	14	13	**50**
	Per cent	1,6	2,1	1,1	**1,5**
Welfare offices	Number	*	*	5	**8**
	Per cent	0,1	0,3	0,4	**0,2**
Religious institutions (e.g. Church, Mosque, etc.)	Number	203	120	196	**518**
	Per cent	13,5	17,9	16,7	**15,5**
Holiday/Leisure	Number	*	7	*	**12**
	Per cent	0,1	1,1	0,3	**0,4**
Other (specify)	Number	23	5	11	**39**
	Per cent	1,5	0,8	0,9	**1,2**
Total	**Number**	**1 495**	**668**	**1 174**	**3 338**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals exclude unspecified cases.

Table 2.6 shows the main purpose of travelling by household members in the seven days preceding the survey period, by district. Provincially, travelling to an educational institution was the primary purpose of undertaking a trip by household members. Ehlanzeni (37,2%) and Nkangala (32,9%) had the highest proportions of persons who cited travelling to an educational institution as their primary purpose for travel.

The results further show that trips to the usual workplace were the second most common purpose for household members to travel. These trips were most predominated in Ehlanzeni (24,4%). Also, this proportion was much higher than the provincial proportion of 20,6%.

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

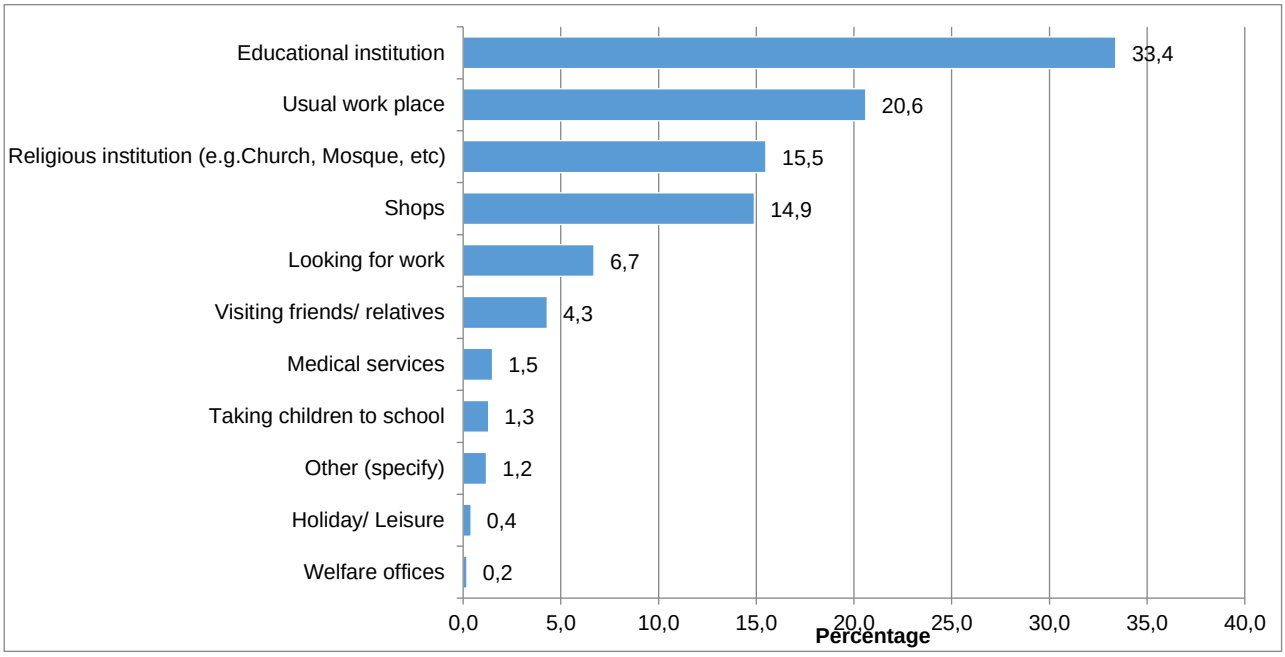


Figure 2.5 shows that, provincially, the main purposes of travelling were going to an educational institution, travelling to work, attending a religious institution or visiting the shops. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

Metro type	Number of persons who completed the questions (`000)	Number of trips undertaken (percentage of household members within geographic location))			Total
		1 trip	2 trips	3 trips and more	
Non-metro	3 337	63,1	21,1	15,8	**100,0**
Mpumalanga	**3 337**	**63,1**	**21,1**	**15,8**	**100,0**
Geographic location					
Urban	1 408	50,7	28,0	21,4	**100,0**
Rural	1 929	72,1	16,1	11,8	**100,0**
Mpumalanga	**3 337**	**63,1**	**21,1**	**15,8**	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

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

Table 2.7 shows that the majority (63,1%) of Mpumalanga residents undertook one trip in the seven days prior to the interview, followed by those who undertook two trips (21,1%) and those who undertook three trips (15,8%). The highest proportion of individuals who undertook one trips were located in rural areas (72,1%). Persons in urban areas were most likely to undertake two trips (28,0%) in a week. This percentage is much higher than the provincial proportion of 21,1%.

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

Mode of travel		Statistics (numbers in thousands)	District municipality			Mpumalanga
			Ehlanzeni	Gert Sibande	Nkangala	
Public transport	Train	Number	*	*	*	**4**
		Per cent	0,1	0,2	*	**0,1**
	Bus	Number	169	55	70	**294**
		Per cent	11,3	8,2	6,0	**8,8**
	Taxi	Number	251	166	358	**775**
		Per cent	16,8	24,9	30,5	**23,2**
Private transport	Car/truck driver	Number	152	73	108	**332**
		Per cent	10,1	10,9	9,2	**10,0**
	Car/truck passenger	Number	100	91	81	**272**
		Per cent	6,7	13,6	6,9	**8,1**
Walking all the way		Number	816	279	534	**1 630**
		Per cent	54,6	41,7	45,5	**48,8**
Other		Number	6	*	22	**32**
		Per cent	0,4	0,5	1,9	**0,9**
Total		**Number**	**1 495**	**668**	**1 174**	**3 338**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.8 indicates that in Mpumalanga, 'walking all the way' was the main mode of travel used by household members to reach their destination. A little more than 1,6 million Mpumalanga residents walked all the way to their destination, followed by more than three quarters of a million individuals who made use of a taxi and more three hundred thousand who used a car/truck as the driver of such vehicle.

Trains were the least used mode of travel by household members, except for Gert Sibande (0,2%) and Ehlanzeni (0,1%), where more than zero per cent of household members used this mode of transport.

2.2 Summary

The majority of persons in Mpumalanga who undertook trips during the seven days prior to the interview lived in Ehlanzeni, and the least number of persons who undertook trips were recorded in Gert Sibande.

Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (about 98%) on weekdays, whilst the 15–19 years old age group were the second most likely group (about 89%) to travel during these periods.

The 20–25 and 26–40 years' age groups were the most likely to find themselves on the road (about 42,9% to 46,0%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54years age group. Travelling patterns for this age group were 26,4% for Saturdays and 49,5% for Sundays.

The most dominant purpose of traveling in Mpumalanga was travelling to educational institutions (33,4%) followed by usual place of work (20,6%). Travelling to welfares offices was the least cited main purpose of travelling where only 0,2% cited it as the prevalent reason of travelling.

A little more than 1,6 million Mpumalanga residents walked all the way to their destination, followed by more than three quarters of a million individuals who made use of a taxi and more three hundred thousand who used a car/truck as the driver of such vehicle.

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in thousands)	District municipality			Mpumalanga
		Ehlanzeni	Gert Sibande	Nkangala	
Type of institution					
Pre-school	Number	58	30	46	**133**
	Per cent	8,9	9,3	9,2	**9,1**
School	Number	548	268	416	**1 231**
	Per cent	85,3	84,1	82,9	**84,2**
ABET and literacy classes incl. Kha RiGude	Number	*	*	4	**8**
	Per cent	0,3	0,7	0,7	**0,5**
Higher educational institution	Number	19	6	14	**39**
	Per cent	*	1,9	2,8	**2,7**
FET & other colleges	Number	14	11	21	**47**
	Per cent	2,2	3,6	4,2	**3,2**
Other	Number	*	*	*	*****
	Per cent	*	*	*	*****
Total	**Number**	**643**	**319**	**501**	**1 462**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**
Geographical location					
Urban	Number	80	222	268	**569**
	Per cent	12,4	69,6	53,5	**38,9**
Rural	Number	563	97	233	**893**
	Per cent	87,6	30,4	46,5	**61,1**
Household income quintiles					
Quintile 1 (Lowest income quintile)	Number	117	104	121	**342**
	Per cent	18,2	32,7	24,2	**23,4**
Quintile 2	Number	99	57	81	**237**
	Per cent	15,4	18,0	16,1	**16,2**
Quintile 3	Number	129	62	77	**268**
	Per cent	20,1	19,4	15,3	**18,3**
Quintile 4	Number	118	49	102	**269**
	Per cent	18,4	15,4	20,3	**18,4**
Quintile 5 (Highest income quintile)	Number	179	47	120	**346**
	Per cent	27,9	14,6	24,0	**23,7**

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

Table 3.1 indicates the number and percentages of persons attending an educational institution, type of educational institutions attended, geographic location and household income quintiles by district municipality. The results show that most learners in the province attended school (84,2%), followed by those who attended pre-school (9,1%). Higher educational institutions were attended by 2,7% of all learners.

It is also evident that the residents of rural areas (61,1%) were more likely to attend an educational institution than those in urban areas (38,9%). The table further shows that persons in the lowest income quintile and the highest income quintile were more likely to attend an educational institution.

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Mpumalanga
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status								
Scholars	Number	66	141	17	79	849	15	**1 167**
	Per cent	5,7	12,1	1,4	6,8	72,7	1,3	**100,0**
Scholars with disabilities	Number	*	4	*	5	50	*	**61**
	Per cent	3,2	7,1	0,5	7,6	81,1	0,4	**100,0**
Geographic location								
Urban	Number	32	65	12	54	255	9	**427**
	Per cent	7,6	15,2	2,9	12,5	59,7	2,1	**100,0**
Rural	Number	34	76	5	26	594	6	**740**
	Per cent	4,6	10,3	0,6	3,5	80,3	0,8	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	18	33	4	27	173	4	**258**
	Per cent	6,8	13,0	1,6	10,3	67,0	1,4	**100,0**
Quintile 2	Number	8	22	*	5	166	*	**204**
	Per cent	3,8	10,8	1,1	2,5	81,6	0,2	**100,0**
Quintile 3	Number	14	29	*	7	162	*	**215**
	Per cent	6,3	13,7	0,1	3,1	75,4	1,3	**100,0**
Quintile 4	Number	10	18	*	6	173	*	**210**
	Per cent	4,8	8,8	*	3,1	82,3	*	**100,0**
Quintile 5 (Highest income quintile)	Number	17	37	10	34	175	6	**280**
	Per cent	6,1	13,4	3,7	12,3	62,3	2,2	**100,0**

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

Table 3.2 displays information on the disability status, geographic location and household income quintiles for those attending school by main mode of travel. The results show that 'walking all the way' was the primary method used by scholars to reach their school (72,7%). This pattern is also true for scholars living with disabilities (81,1%).

Travelling by taxi (12,1%) was the second most used mode of travel by scholars, followed by travelling by car/truck as a passenger (6,8%). Similarly, scholars living with disabilities indicated taxis (7,1%) as their second most used travel mode, followed by travelling by car/truck as a passenger (7,6%).

Scholars in all geographic locations were more likely to walk all the way to their educational institutions than using any of the other modes of travel. In urban areas, travelling by taxi (15,2%) was the second most commonly used mode of travel for scholars, followed by car/truck as a passenger (12,5%). In rural areas, the second most used mode of travel, after 'walking all the way' was taxis (10,3%), followed by travelling by bus (4,6%).

The majority of scholars from households within all five income quintiles walked all the way to their educational institutions and scholars from households within the highest income quintile mentioned travelling by taxi as the second most used mode of travel (13,4%).

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

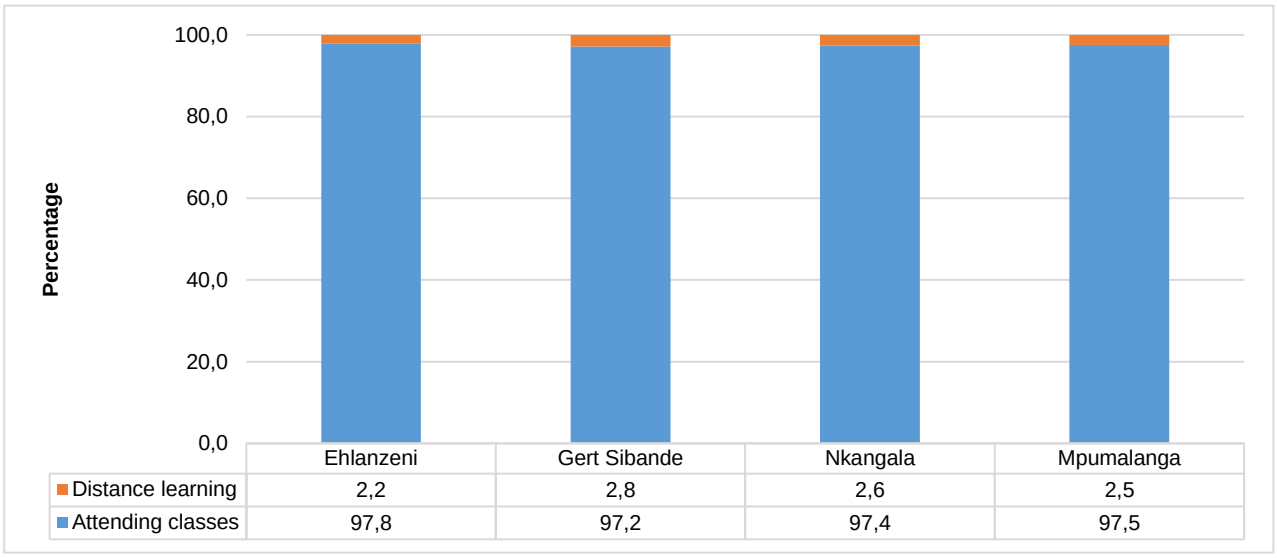
District municipality	Statistics (numbers in thousands)	Learners who completed question	2013		Learners who completed question	2020	
			Attending classes	Distance learning		Attending classes	Distance learning
Ehlanzeni	Number	653	640	13	643	629	14
	Per cent	45,3	45,6	34,1	44	44,1	39,5
Gert Sibande	Number	339	329	10	319	310	9
	Per cent	23,5	23,5	24,3	21,8	21,7	24,3
Nkangala	Number	449	433	16	501	488	13
	Per cent	31,1	30,9	41,7	34,2	34,2	36,1
Mpumalanga	**Number**	1441	1402	39	**1 462**	**1 426**	**36**
	Per cent	**100**	**100**	**100**	**100**	**100**	**100**

Please note that other sources such as Census 2011 and GHS 2019 indicate relative stable absolute numbers for attendees.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.
The totals used to calculate percentages excluded unspecified cases.

Table 3.3 above shows the attendance of an educational institution through attending classes or distance learning by district municipality. Scholar distribution patterns of distance learning versus attending classes remained virtually unchanged across all district municipalities between 2013 and 2020.

In 2020, of the 1,5 million learners who completed the question, of the 1,4 million learners who completed the question only thirty-six thousand learned through distance learning. The highest proportion of learners attending classes (44,1%) and distance learning (39,5%) tend to live in Ehlanzeni. Nkangala also had significant percentages of distance learners with 36,1%. The district municipality with the lowest proportion of distance learners was Gert Sibande with 24,3%.

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



Percentages calculated within district municipalities

Figure 3.1 indicates that provincially, the vast majority of learners studied on-site (97,5%) rather than through distance learning (2,5%). This is also the case across the district municipalities, as most learners prefer attending classes instead of distance learning. Gert Sibande (2,8%) had the highest percentage of learners engaged in distance learning compared to other district municipalities.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in thousands)	District municipality			
			Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Pre-school	1–4	Number	*	6	*	**12**
		Per cent	0,6	2,2	0,6	**1,0**
	5	Number	524	246	396	**1 165**
		Per cent	95,7	92,1	96,3	**95,1**
	6–7	Number	20	15	13	**48**
		Per cent	3,7	5,7	3,2	**4,0**
School	1–4	Number	*	6	*	**12**
		Per cent	0,6	2,2	0,6	**1,0**
	5	Number	524	246	396	**1 165**
		Per cent	95,7	92,1	96,3	**95,1**
	6–7	Number	20	15	13	**48**
		Per cent	3,7	5,7	3,2	**4,0**
Higher education institution	1–4	Number	7	4	6	**16**
		Per cent	45,5	64,1	48,9	**50,0**
	5	Number	7	*	6	**15**
		Per cent	51,1	20,8	51,1	**46,0**
	6–7	Number	*	*	*	**
		Per cent	3,3	15,1	*	**4,1**
Other institution	1–4	Number	*	6	4	**12**
		Per cent	16,5	36,9	17,3	**22,4**
	5	Number	12	9	19	**40**
		Per cent	78,6	61,4	77,9	**73,6**
	6–7	Number	*	*	*	**
		Per cent	4,9	1,7	4,8	**4,0**
All institutions	1–4	Number	14	17	13	**43**
		Per cent	2,2	5,3	2,6	**3,0**
	5	Number	599	283	464	**1 347**
		Per cent	94,5	89,3	94,4	**93,3**
	6–7	Number	21	17	15	**53**
		Per cent	3,4	5,4	*	**3,7**
Unspecified		Number	9	*	9	**19**
Total		**Number**	**1 278**	**635**	**993**	**2 907**

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

Table 3.4 illustrates the number of days that learners travelled to an educational institution. Across all educational institutions, most learners travelled for five days in a week. Only a small proportion of students travelled for six–seven days a week. This pattern of attendance is shown across all educational institutions. However, of all the students, pre-school scholars were the least likely to travel to their respective educational institutions for six–seven days per week.

Provincially, 50,0% of learners who attended a higher educational institution travelled to their educational institution for one–four days in a week and 46,0% travelled for five days in a week. Gert Sibande (64,1%) had

the highest proportion of education institution learners who attended for one-four days. However, Ehlanzeni and Nkangala had the highest proportion of higher education learners who attended for five days both at 51,1%.

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

Main mode of travel		Statistics (numbers in thousands	District Municipality			
			Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Public transport	Bus	Number	30	39	16	**85**
		Per cent	4,9	13,1	3,6	**6,3**
	Taxi	Number	72	28	84	**184**
		Per cent	11,6	9,5	19,0	**13,5**
Private transport	Car/truck driver	Number	16	7	5	**29**
		Per cent	2,7	2,5	1,2	**2,1**
	Car/truck passenger	Number	40	23	37	**100**
		Per cent	6,6	7,7	8,3	**7,4**
Walking all the way		Number	457	198	285	**941**
		Per cent	74,2	66,5	64,8	**69,4**
Other		Number	*	*	14	**17**
		Per cent	0,1	0,8	3,1	**1,2**
Total		**Number**	**617**	**298**	**440**	**1 355**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**

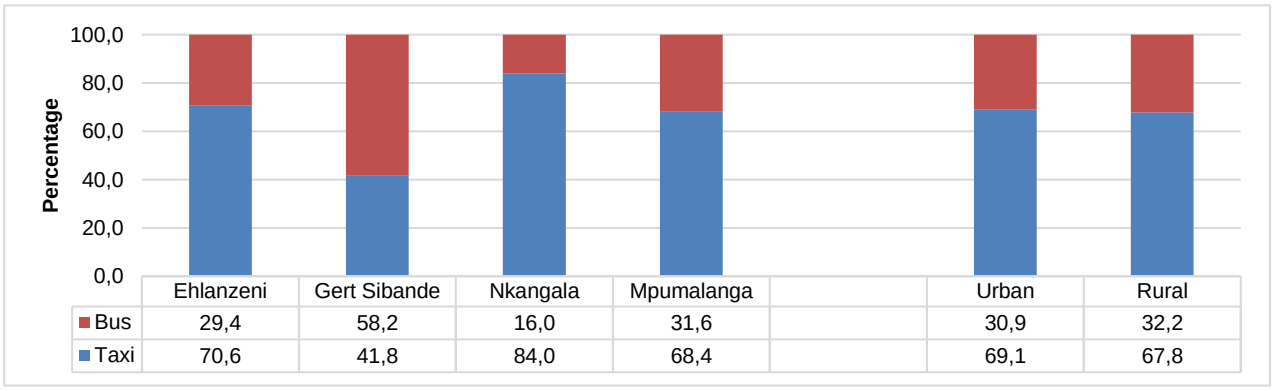
Percentage calculated within municipalities, within Mpumalanga.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified type of mode of travel
.

It is evident from Table 3.5 that 'walking all the way' was the primary method used by learners to reach their educational institutions in all three district municipalities. Of the 1,3 million learners who attended an educational institution, 69,4% of the learners walked all the way while 13,5% of the learners made use of a taxi to travel to their educational institutions.

Travelling by car/truck as a driver was mainly used by learners in Ehlanzeni (2,7%) and Gert Sibande (2,5%).

Of those who used private transport, most learners were passengers (7,4%) in a car/truck rather than drivers (2,1%). Taxis (13,5%) were the second most used mode of travel after walking all the way, and this was particularly the case in Nkangala (19,0%) and Ehlanzeni (11,6%). Provincially, buses were only the fourth most used mode of transport.

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



Percentages calculated within municipalities and geographical location

Individuals who attended an educational institution and who used public transport were most likely to use a taxi (68,4%) as their mode of transport. More than 30% (31,6%) of the respondents travelled by bus. Within

district municipalities, the public transport modes that dominated remained taxis except in Gert Sibande were buses (58,2%) were most used compared to taxis at 41,2%.

Figure 3.2 further shows that learners who attended an educational institution and travelled by taxi were most likely to live in urban areas (69,1%). In rural areas, the second most used modes of travel, after taxis were buses.

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

Mode of travel		Statistics (numbers in thousands	District Municipality			Mpumalanga
			Ehlanzeni	Gert Sibande	Nkangala	
Public transport	Bus	Number	21	36	10	66
		Per cent	31,1	54,4	14,5	100,0
	Taxi	Number	59	23	60	141
		Per cent	41,6	16,0	42,4	100,0
Private transport	Car/truck driver	Number	10	6	*	17
		Per cent	59,7	33,6	6,7	100,0
	Car/truck passenger	Number	32	18	29	79
		Per cent	40,5	23,0	36,5	100,0
Walking all the way		Number	415	173	260	849
		Per cent	48,9	20,4	30,7	100,0
Other		Number	*	*	12	15
		Per cent	4,1	14,8	81,1	100,0
Total		**Number**	**537**	**258**	**372**	**1 167**
		Per cent	**46,0**	**22,1**	**31,9**	**100,0**

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

Table 3.6 shows the different modes of transport used by school-going learners to travel to their educational institutions by district municipality. Taxis were used more by Nkangala scholars (42,4%) and Ehlanzeni (41,6%). Scholars in Gert Sibande (54,4%) were more likely to use a bus as a mode of travel to their educational institutions.

Of the total number of scholars walking all the way to school in the province, Ehlanzeni (48,9%) recorded the largest contribution.

Most scholars travelling by car/bakkie as a passenger resided in Ehlanzeni (40,5%) followed by Nkangala (36,5%). Scholars who are least likely to drive themselves to school primarily lived in Nkangala (6,7%).

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

Mode of travel		Statistics (numbers in thousands	Educational institutions					Mpumalanga
			Pre-school	School	Higher education institutions	TVET college	Other institutions	
Public transport	Bus	Number	*	66	9	*	4	**85**
		Per cent	2,1	5,7	42,5	12,9	18,5	**6,3**
	Taxi	Number	26	140	*	4	10	**184**
		Per cent	20,7	12,1	13,4	20,2	42,4	**13,5**
Private transport	Car/truck driver	Number	4	17	4	*	*	**29**
		Per cent	3,1	1,5	20,0	6,9	9,7	**2,1**
	Car/truck passenger	Number	18	79	`*	*	*	**100**
		Per cent	14,5	6,8	*	6,5	2,9	**7,4**
Walking all the way		Number	73	846	5	11	6	**941**
		Per cent	58,6	72,8	21,0	50,8	24,4	**69,4**
Other		Number	*	15	*	*	*	**17**
		Per cent	*	1,3	*	2,7	2,1	**1,2**
Total		**Number**	**125**	**1 163**	**22**	**22**	**23**	**1 355**

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

Of more than three quarters of a million learners who walked all the way to their educational institutions, most attended school (72,8%), followed by those attending pre-school (58,6%). Table 3.7 further shows that 13,5% of scholars travelled by taxi, while 7,4% travelled by car/truck as a passenger.

More than five out of ten (58,6%) of pre-school learners walked all the way to their educational institutions and 14,5% were travelling as a passenger in a car/truck.

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district
Ehlanzeni	457	48,6	98,6	*	*	*	6	40,2	1,3	*	6,4	0,1
Gert Sibande	198	21,1	95,9	*	100,0	0,1	6	37,0	2,7	*	59,1	1,3
Nkangala	285	30,3	98,3	*	*	*	*	22,8	1,2	*	34,5	0,5
Mpumalanga	**941**	**100,0**	**98,0**	*****	**100,0**	**0,0**	**15**	**100,0**	**1,6**	**4**	**100,0**	**0,5**
Geographic location												
Urban	289	30,7	94,8	*	100,0	0,1	13	83,8	4,1	*	71,8	*
Rural	652	69,3	99,4	*	*	*	*	16,2	0,4	*	28,2	0,2

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institutions by district municipality. In absolute numbers, 0,9 million learners walked all the way to their educational institutions. Across districts, the highest percentage of learners who walked to their educational institutions was recorded in Ehlanzeni (48,6%), Nkangala (30,3%) and Gert Sibande (21,1%).

As many as 1,6% of all Mpumalanga learners drove to their educational institutions. Of these drivers, 40,2% were based in Ehlanzeni whilst 37,0% were located in Gert Sibande, and 22,8% lived in Nkangala. Gert Sibande (59,1%) and Nkangala (34,5%) recorded the highest proportion of leaners who hitchhiked all the way to their educational destination.

The same picture emerges for the geographic location of learners who walked all the way to their educational institutions. More than two thirds (69,3%) were located in rural areas. Approximately 83 per cent (83,8%) of learners in urban areas drove to their educational institutions, which represents 4,1% of all learners in the country who drove all the way.

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Mpumalanga
		Urban	Rural	
It was by choice	Number	22	41	**63**
	Per cent	7,5	6,3	**6,6**
Public transport too expensive	Number	62	115	**178**
	Per cent	21,6	17,7	**18,9**
Public transport not available	Number	5	12	**17**
	Per cent	1,6	1,9	**1,8**
No public transport available at specific times	Number	*	*	*****
	Per cent	0,2	*	**0,1**
Public transport is not enough	Number	*	4	**4**
	Per cent	0,3	0,5	**0,5**
No transport	Number	6	19	**25**
	Per cent	2,1	*	**2,7**
Nearby/close enough to walk	Number	189	452	**642**
	Per cent	65,4	69,4	**68,2**
Health reasons/exercising	Number	*	*	*****
	Per cent	0,0	0,4	**0,3**
To avoid traffic congestion	Number	*	*	*****
	Per cent	*	0,2	**0,1**
No parking at destination	Number	*	*	*****
	Per cent	*	0,0	**0**
Fuel costs	Number	*	*	*****
	Per cent	*	0,1	**0,1**
Other	Number	4	4	**7**
	Per cent	1,3	0,6	**0,8**
Total	**Number**	**289**	**652**	**941**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.9 displays the main reasons for walking all the way to an educational institutions by geographic location. The results show that most learners in the province walked all the way to their educational institutions because it is nearby/close enough to walk (68,2%). The second most common reason provided was that public transport was too expensive (18,9%). This reason was most likely to be given in rural areas (21,6%). More than six per cent (6,6%) of learners indicated that it was their choice to walk all the way to their educational destination. Almost three per cent (2,7%) of learners cited no transport as the main reason for walking all the way to their educational institutions.

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

District municipality	Statistics (numbers in thousands)	Type of scholar transport		Mpumalanga
		Government learner transport	Private learner transport	
Ehlanzeni	Number	13	47	**60**
	Per cent	21,9	78,1	**100,0**
Gert Sibande	Number	21	39	**59**
	Per cent	34,9	65,1	**100,0**
Nkangala	Number	6	76	**82**
	Per cent	7,1	92,9	**100,0**
Mpumalanga	**Number**	**40**	**162**	**201**
	Per cent	**19,7**	**80,3**	**100,0**

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

Slightly more than eighty per cent (80,3%) of scholars used private scholar transport to reach their educational destination, while the remaining forty thousand (19,7%) learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in Gert Sibande (34,9%), followed by Ehlanzeni (21,9%). Nkangala (92,9%) had the highest proportion of scholars who use private scholar transport to travel to their educational institutions and this was higher than the provincial proportion of 80,3%.

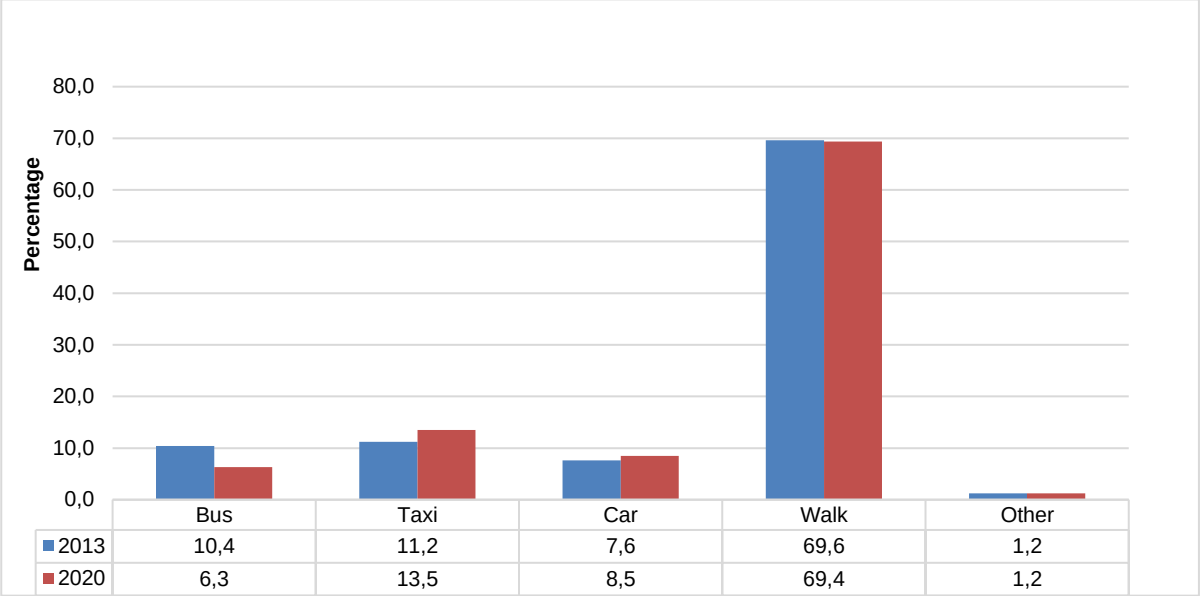
Table 3.11: Main mode of travel to educational institution, 2013 and 2020

2013	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)				
		Bus	Taxi	Car	Walking all the way	Other
Pre-school	**124**	2,6	13,7	16,9	63,0	3,8
School	**1 115**	10,2	9,1	6,1	73,5	1,2
Post-matric	**54**	61,1	58,3	18,7	27	29,8
Other	**14**	8,2	19,4	*	66,0	6,4
Total	**1 307**	**10,1**	**10,7**	**7,1**	**70,1**	**1,9**
2020						
Pre-school	125	2,1	20,7	17,6	58,6	*
School	1 167	5,7	12,1	8,2	72,7	1,3
Post-matric	45	30,0	28,5	17,6	22,8	1,1
Other	18	13,9	22,9	16,2	47,0	*
Total	**1 355**	**6,3**	**13,5**	**9,5**	**69,4**	**1,2**

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

Table 3.11 shows that, in 2020 the highest proportion of scholars walked all the way to school, followed by those who travelled by taxi (69,4% and 13,5%, respectively).

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



	Bus	Taxi	Car	Walk	Other
2013	10,4	11,2	7,6	69,6	1,2
2020	6,3	13,5	8,5	69,4	1,2

Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution decreased from 69,6% in 2013 to 69,4% in 2020. Those who travelled by bus, by taxi and by car showed an increase between 2013 and 2020. In both years, however, most learners still walked all the way to their educational institution. In 2020, the other preferred modes of transport were taxis (13,5%) and cars (8,5%). In 2020, buses (6,3%) were the least public transport likely to be used compared to other public transport modes.

3.3 Departure, waiting, arrival and total travel times

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

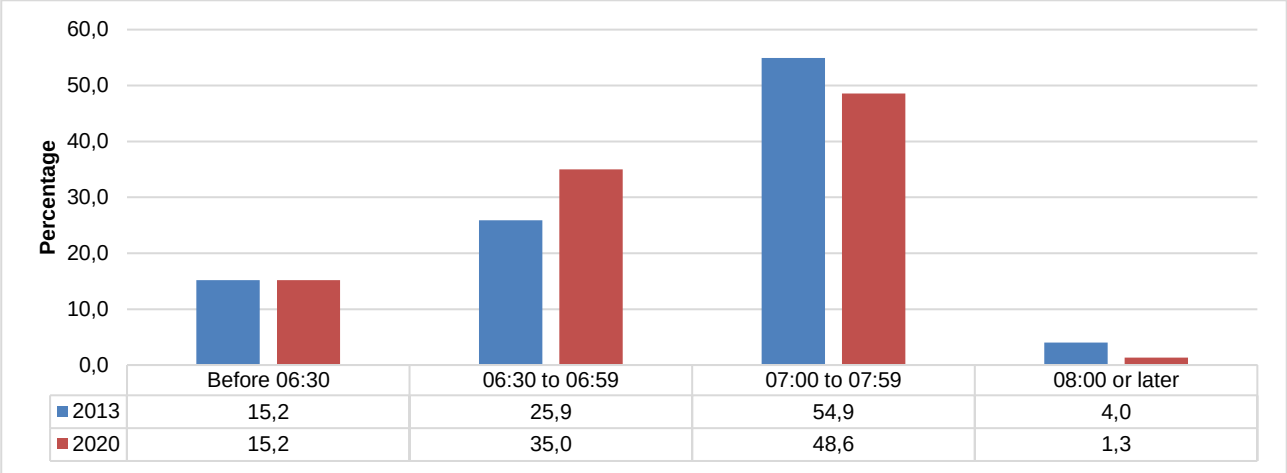
District municipality	Number of persons who completed the question (`000)	Attendees time of leaving to educational institution (per cent within district)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Ehlanzeni	617	17,2	49,4	32,4	1,0	**100,0**
Gert Sibande	298	11,1	22,4	65,2	1,3	**100,0**
Nkangala	440	15,1	23,3	60,0	,1,6	**100,0**
Mpumalanga	**1 355**	**15,2**	**35,0**	**48,6**	**1,3**	**100,0**

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

Table 3.12 shows attendees' time of leaving their place of residence to attend lessons/lectures at their educational institution by district municipality. Almost half of the learners (48,6%) who attended an educational institution in all the district municipalities left home between 07:00 and 07:59. A significant percentage of learners (35,0%) left between 06:30 and 06:59. Some learners (15,2%) travelled before 06:30, and 1,3% left at 08:00 or later.

Gert Sibande (65,2%) had the highest percentage of learners who left their place of residence from 07:00 to 07:59 when compared to other district municipalities, followed by Nkangala (60,0%). Almost half of the learners in Ehlanzeni (49,4%) left their place of residence between 06:30 and 06:59. Learners who left their place of residence before 06:30 were more likely to be from Gert Sibande.

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



A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home between 07:00 and 07:59 in morning. They were significantly more likely to depart before 07:00 in 2020 than in 2013. According to Figure 3.4, in 2020, only 1,3% of learners left their home after 08:00, while in 2013, 4,0% had left their home after 08:00.

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

District municipality	Number of learners who walk to their first transport (`000)	Travel time (per cent within district)				Total
		Up to 15 minutes	16–30 minutes	31–45 minutes	>60 minutes	
Ehlanzeni	54	87,1	11,7	0,6	0,5	**100,0**
Gert Sibande	39	87,9	11,3	0,9	*	**100,0**
Nkangala	65	88,5	11,5	*	*	**100,0**
Mpumalanga	**158**	**87,9**	**11,5**	**0,4**	**0,2**	**100,0**

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

A total of 0,2 million learners across the country indicated that they walked to their first transport. The majority (87,9%) walked for up to 15 minutes, followed by 11,5% of persons who walked for 16 to 30 minutes. Only 0,2% of learners walked for longer than 60 minutes.

The proportion of learners who walked longer than 15 minutes but less than 31 minutes was slightly similar across all district municipalities, Ehlanzeni (11,7%), Nkangala (11,5%) and Gert Sibande (11,3%).

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

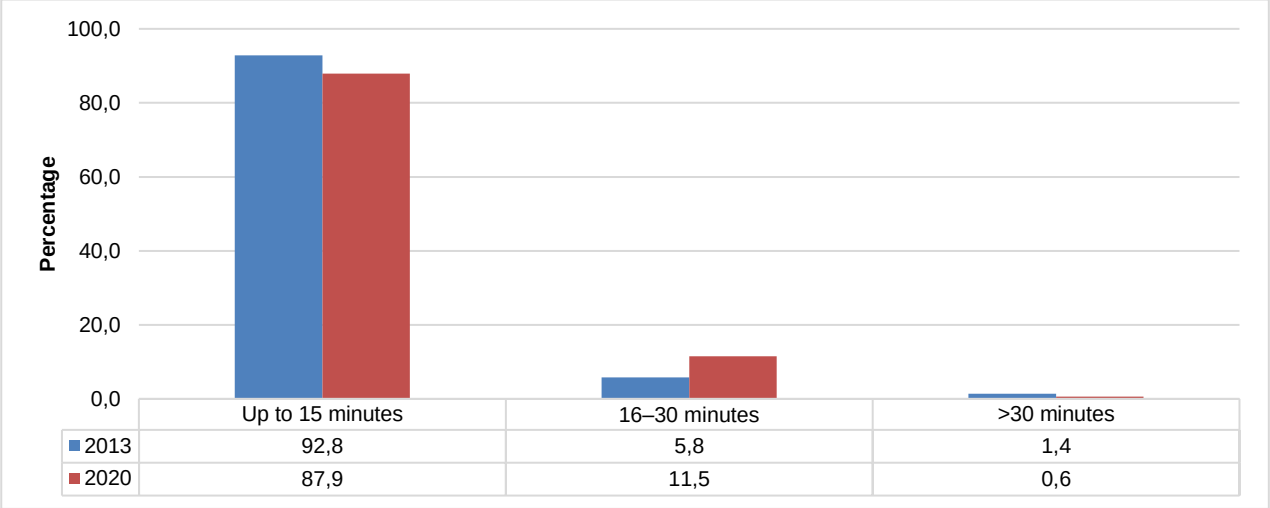


Figure 3.5 shows that the percentage of learners who walked up to 15 minutes to their first transport decreased by 4,9% between 2013 and 2020. There was a significant increase is observed among those who walked between 16 and 30 minutes (+5,7 percentage points), while those who walked for longer than 30 minutes showed a decrease of 0,8 percentage points over the survey period.

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

District municipality	Number of learners who wait for the first transport (`000)	Waiting time					
		Up to 15 minutes		16–30 minutes		> 30 minutes	
		Number (`000)	Per cent	Number (`000)	Per cent	Number (`000)	Per cent
Ehlanzeni	53	52	97,1	*	2,0	*	0,9
Gert Sibande	38	37	96,8	*	2,4	*	0,9
Nkangala	65	62	94,4	*	4,2	*	1,4
Mpumalanga	**157**	**151**	**95,9**	**5**	**3,0**	*****	**1,1**

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

About 0,2 million learners waited for their first transport to arrive, as shown in Table 3.14. Even though waiting times varied between district municipalities, provincially, most learners waited for up to 15 minutes (95,9%),

and 3,0% waited for 16 to 30 minutes while slightly more than one per cent (1,1%) of learners waited for their first transport for more than 30 minutes.

Ehlanzeni (97,1%) had the highest percentage of learners who waited for up to 15 minutes followed by Gert Sibande (96,8%). In Nkangala, 4,2% of learners waited for 16 to 30 minutes, while 1,4% waited for more than 30 minutes.

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

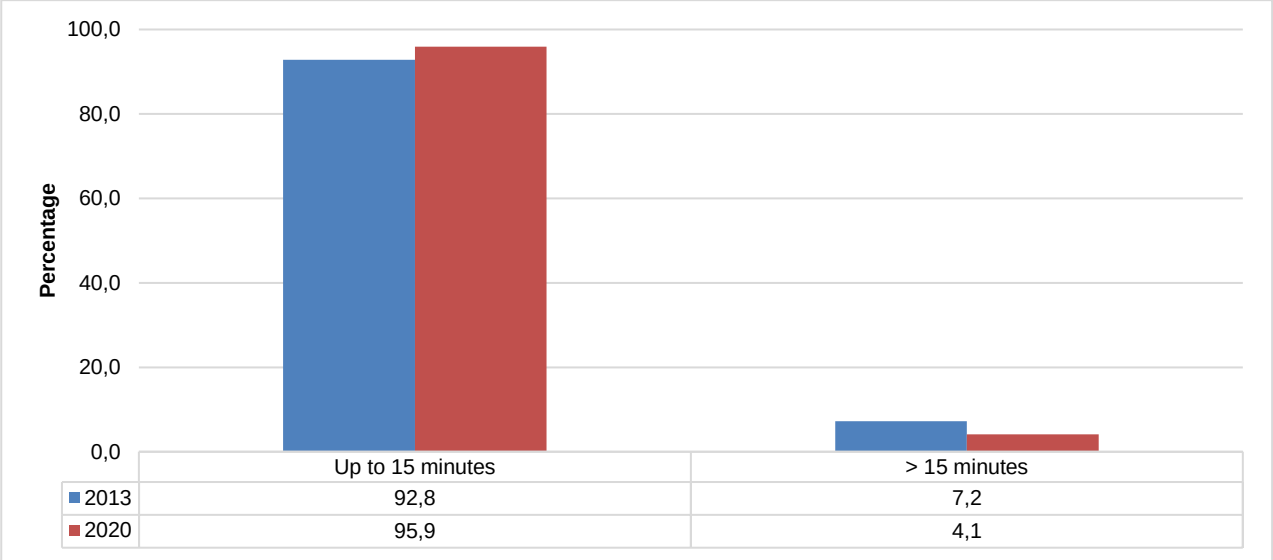


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved when compared to 2013. The percentage of learners who waited for more than 15 minutes provincially decreased from 7,2% in 2013 to 4,1% in 2020.

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

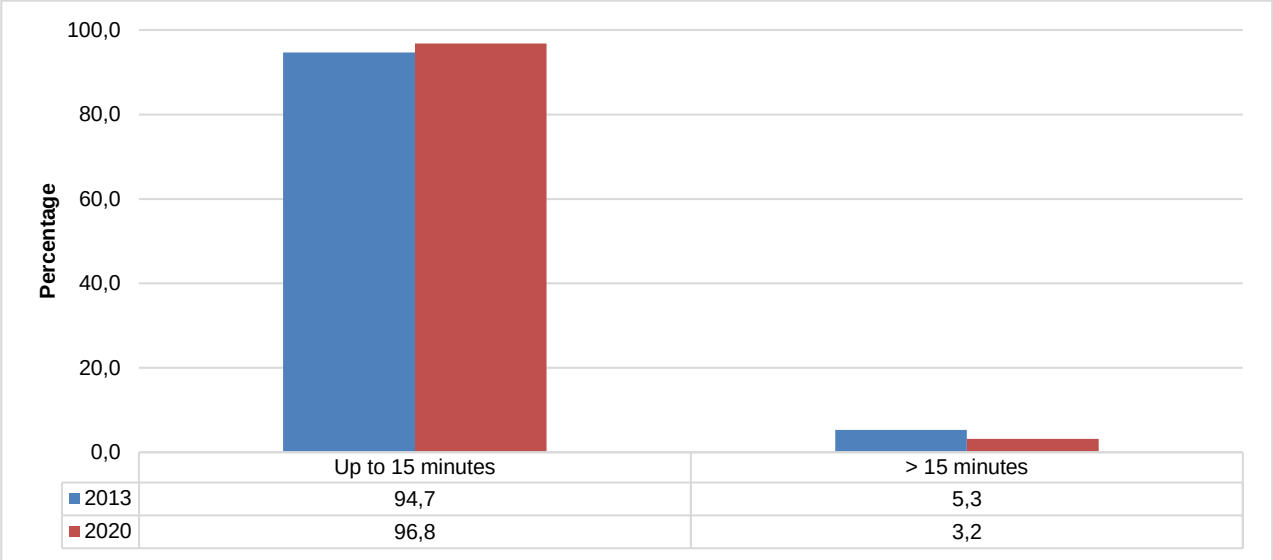
District municipality	Number of persons that walk at the end of the trip (`000)	Waiting time(per cent within district)			Total
		Up to 15 minutes	16–30 minutes	>30 minutes	
Ehlanzeni	52	97,8	1,3	0,9	**100,0**
Gert Sibande	34	95,9	3,3	0,8	**100,0**
Nkangala	60	96,4	3,0	0,5	**100,0**
Mpumalanga	**146**	**96,8**	**2,5**	**0,7**	**100,0**

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

Table 3.15 displays the number of learners who walked to their educational institutions after having disembarked from the transport they used, and the time spent walking to this educational institution by province. Of the learners (0,1 million) who mentioned that they still had to walk a distance after disembarking from their transport to reach their educational institutions, 96,8% walked for up to 15 minutes, while two and a half percent walked between 16 and 30 minutes. Less than one per cent of the total learners walked for more than 30 minutes.

The biggest proportion of learners who walked 30 minutes or longer lived in Ehlanzeni (0,9%), closely followed by Gert Sibande (0,8%).

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



	Up to 15 minutes	> 15 minutes
2013	94,7	5,3
2020	96,8	3,2

Figure 3.7 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institution after disembarking from their transport to reach their educational institution. Provincially, there has been an increase from 94,7% to 96,8% in the percentage of individuals who spent up to 15 minutes walking to their educational institution after having disembarked from their transport.

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

Mode and time travelled in minutes	District municipality(per cent within district municipality)			
	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Bus				
Mean (minutes)	67	53	96	**66**
1 – 30	15,3	35,4	6,3	**22,9**
31 – 60	39,1	34,0	26,8	**34,5**
61+	45,6	30,7	66,9	**42,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Taxi				
Mean (minutes)	44	50	43	**44**
1 – 30	49,2	35,6	48,9	**47,0**
31 – 60	37,2	33,4	35,6	**35,9**
61+	13,6	31,0	15,5	**17,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver				
Mean (minutes)	34	30	42	**34**
1 – 30	66,5	73,2	34,7	**62,5**
31 – 60	25,2	26,8	65,3	**32,7**
61+	8,4	*	*	**4,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger				
Mean (minutes)	27	32	28	**28**
1 – 30	89,7	69,4	68,2	**77,2**
31 – 60	7,2	27,5	20,2	**16,6**
61+	3,0	3,1	11,6	**6,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way				
Mean (minutes)	28	30	33	**30**
1 – 30	76,7	71,9	65,2	**72,2**
31 – 60	19,7	24,4	27,5	**23,1**
61+	3,6	3,7	7,3	**4,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

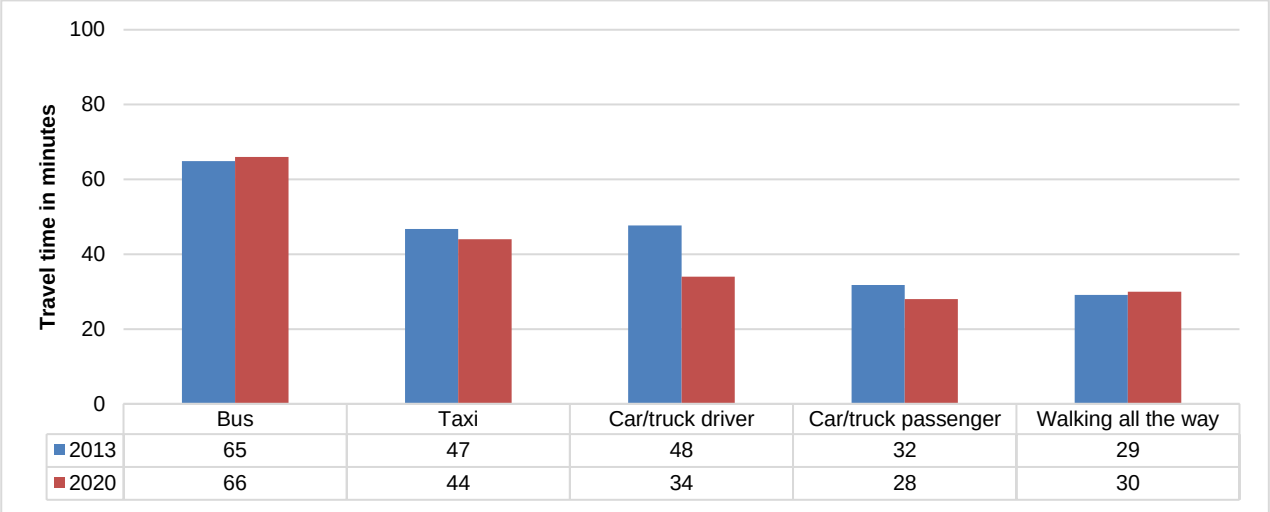
Table 3.16 shows that learners who do not use public transport were more likely to experience shorter travel times to their educational destination compared to those who travelled using public transport. Provincially, most learners travelling by bus tended to travel for more than 60 minutes to their educational institutions (42,6%). In Nkangala and Ehlanzeni, the time spent travelling by bus was mostly more than an hour.

Exactly 47,0% of the total leaners travelling by taxi needed less than 30 minutes to reach their educational institutions, followed by those who needed between 31 than 60 minutes (35,9%), while 17,1% required more than 60 minutes' travelling time.

In terms of bus users, more than four in ten (42,6%) needed more than 60 minutes to reach their educational institutions, followed by those who took between 31 and 60 minutes (34,5%), while 22,9% took less than 30 minutes. Nkangala (66,9%) and Ehlanzeni (45,6%) had the highest proportion of learners who travelled more than one hour when travelling by bus.

The highest proportion of learners who travelled by car/bakkie/truck as a passenger or as a driver travelled for 30 minutes or less. Learners who walked to their educational institutions for longer than an hour were mostly found in Nkangala (7,3%). Ehlanzeni (76,7%) had the highest proportion of learners who walked for less than 30 minutes to their educational institutions.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	65	47	48	32	29
2020	66	44	34	28	30

Figure 3.8 depicts that between 2013 and 2020, the average travel time has decreased across all modes of transport except for learners who used buses and walked all the way to their educational institution. The average travel time to educational institution increased by one minute for both bus travellers and those who walked all the way to the educational institution.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution —bus travellers 65 minutes and taxi users travelled 44 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 28 minutes, while and those who drove themselves took 34 minutes.

Learners who walked all the way to their educational institution required 30 minutes to arrive at their destination.

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

Mode and monthly payment in rand	District municipality			Mpumalanga
	Ehlanzeni	Gert Sibande	Nkangala	
Bus				
Mean (Rand)	449	291	596	**465**
1–100	*	*	*	*****
101–200	11,9	49,4	6,4	**24,7**
200+	88,1	50,6	93,6	**75,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Taxi				
Mean (Rand)	600	620	605	**894**
1–100	4,3	3,0	*	**2,2**
101–200	23,6	9,6	19,3	**19,5**
200+	72	87,4	80,7	**78,3**
Total	**100,0**	**100**	**100**	**100,0**
Car\bakkie\truck driver				
Mean (Rand)	503	481	962	**639**
1–100	*	*	*	*****
101–200	15,2	*	*	**8,2**
200+	84,8	100,0	100,0	**91,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger				
Mean (Rand)	49	144	166	**234**
1–100	30,8	*	7,1	**9,8**
101–200	52,2	27,6	16,2	**27,5**
200+	17	72,4	76,8	**62,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Provincially, travelling by taxi was the most expensive mode of travel for learners, with a mean of R894, as indicated in Table 3.17. Using car/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R234. Despite using car/truck as a passenger being the least expensive travel mode, more than two-third of train users paid more than R200 per month (62,7%), followed by those who spent between R101 and R200 (27,5%).

The results show that more than ninety per cent of learners who used private cars (91,8%), taxis (78,3%) and buses (75,3%) paid more than R200 per month.

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

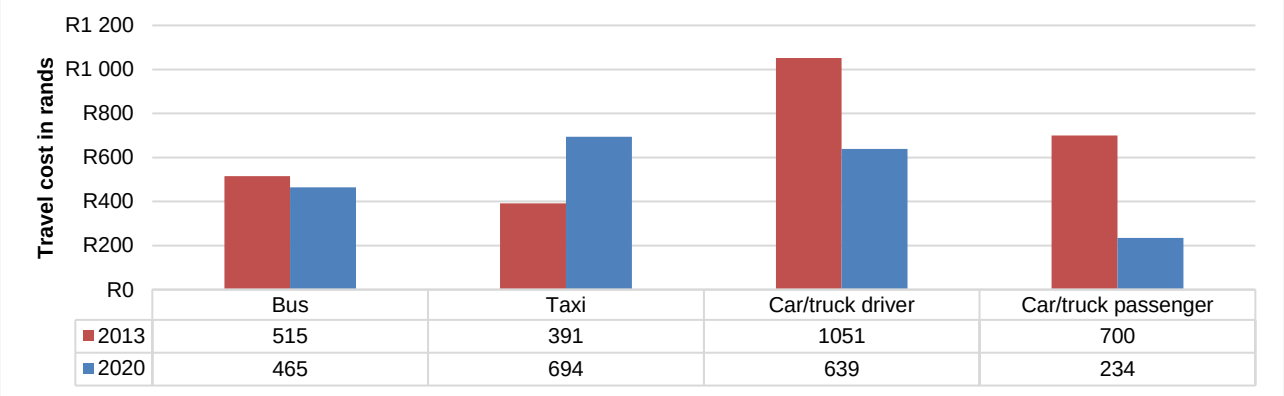


Figure 3.9 shows that overall travel costs for learners have decreased across all modes of transport when comparing 2013 and 2020 data, except for taxi. The largest decrease is observed among those who travelled by Car/truck as passenger to reach their destination.

In 2020, travelling by taxi appeared to be the most expensive mode of travel, with an average monthly cost of R694, followed driving a car (R639) and travelling by bus(R465). Travelling by car/truck as a passenger was the least expensive mode of travel (R234) compared to all the other modes.

Among public transport modes, taxis appeared to be the most expensive public transport mode of travel for learners, with an average monthly travel cost of R694, followed by bus (R465).

3.4 Summary

Learners in rural areas (61,1%) were more likely to attend an educational institution than those in urban areas (38,9%). Walking all the way was the primary method used by scholars to reach their school (72,7%). This pattern is also true for disabled scholars (81,1%). The results indicate that provincially, the vast majority of learners were attending classes (97,5%) rather than being taught through distance learning (2,5%). Ehlanzeni (39,5%) had the highest percentage of learners who attended distance learning compared to other district municipalities.

Of the individuals who attended an educational institution, nearly seventy per cent walked all the way (69,4%), and about 14,0% of the learners travelled by taxi to their educational institutions. Of those who used private transport, most learners were passengers (7,4%) in cars/trucks rather than drivers (2,1%). The results show that most learners in the country walked all the way to their educational institutions (68,2%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (18,9%).

Nearly half of the learners (48,6%) who attended an educational institution in all the district municipalities in Mpumalanga left home between 07:00 and 07:59. A significant percentage of learners (35,0%) left between 06:30 and 06:59.

As far as travel costs are concerned, provincially, travelling by taxi was the most expensive mode of travel for learners, with a mean of R894, and travelling by car/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R234.

4. Work-related travel patterns

4.1 Introduction

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

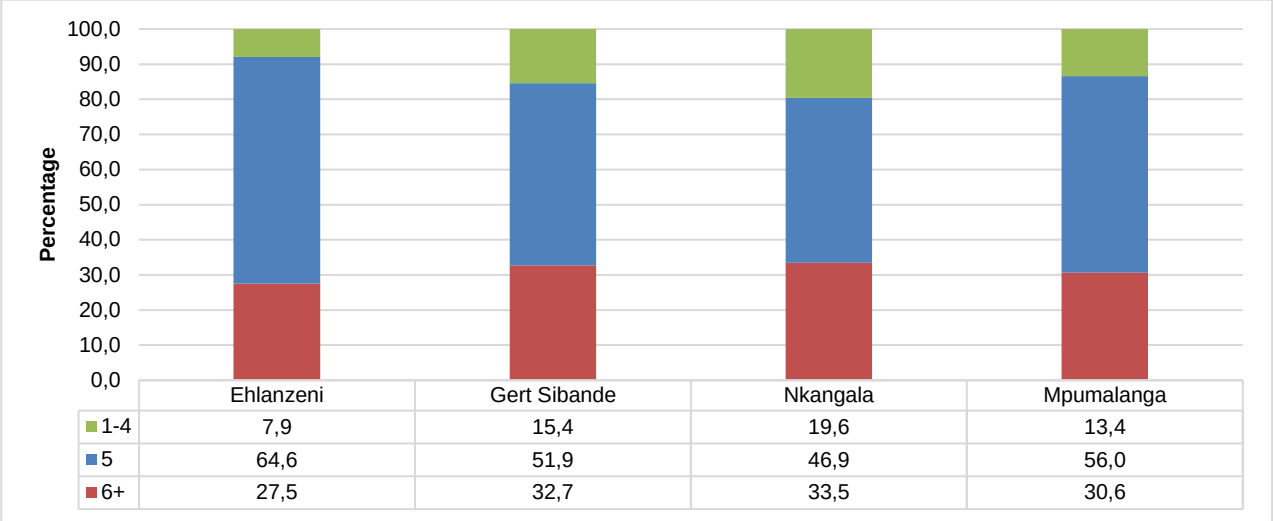
Table 4.1: Workers' disability status, geographic location and household income quintiles by district municipality, 2020

Indicator		District municipality			Mpumalanga
		Ehlanzeni	Gert Sibande	Nkangala	
Worker status					
Worker	Number	519	245	393	**1 157**
	Per cent	44,9	21,2	34,0	**100,0**
Workers with disabilities	Number	42	20	51	**113**
	Per cent	36,9	17,6	45,4	**100,0**
Geographic location					
Urban	Number	128	192	246	**567**
	Per cent	22,6	34,0	43,4	**100,0**
Rural	Number	391	53	146	**590**
	Per cent	66,2	8,9	24,8	**100,0**
Household income quintiles					
Quintile 1 (lowest income quintile)	Number	54	74	103	**231**
	Per cent	23,6	31,9	44,5	**100,0**
Quintile 2	Number	94	68	69	**230**
	Per cent	40,7	29,4	29,9	**100,0**
Quintile 3	Number	95	34	86	**214**
	Per cent	44,4	15,7	39,9	**100,0**
Quintile 4	Number	114	32	58	**204**
	Per cent	55,7	15,9	28,4	**100,0**
Quintile 5 (highest income quintile)	Number	162	38	78	**278**
	Per cent	58,4	13,6	27,9	**100,0**

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

Table 4.1 shows that 44,9% of the 1,2 million Mpumalanga workers reside in Ehlanzeni, more than one-third (34,0%) reside in Nkangala and the remaining workers reside in Gert Sibande (21,2%). About 0,1 million workers with disabilities were identified in the survey. Ehlanzeni had about 36,9% of workers living with disabilities. Gert Sibande had 21,2% of the provincial workforce, but only 17,6% were workers living with disabilities. Contrary, Nkangala had proportionally more workers living with disabilities than the provincial worker profile. Nearly an equal proportion of workers were lived in urban and rural. The highest percentage of workers in rural areas came from Ehlanzeni (66,2%) and Nkangala (24,8%).

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



	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
1-4	7,9	15,4	19,6	13,4
5	64,6	51,9	46,9	56,0
6+	27,5	32,7	33,5	30,6

Percentages calculated within district municipalities

The number of days travelled per week to the place of work is presented in Figure 4.1. In Mpumalanga, it is clearly demonstrated that majority of the workers, worked five days per week. Provincially, 56,0% workers worked five days a week, followed by 30,6% who worked six days plus and 13,4% worked one to four days a week.

Ehlanzeni (64,6%) had the highest percentage of workers who worked five days a week, followed by Gert Sibande (51,9%). The lowest percentages of workers who worked five days per week were found in Nkangala (46,9%). Nkangala (33,5%) recorded the highest proportion of workers who worked more than six days in a week, followed by Gert Sibande (32,7%).

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

District municipality	Statistics (numbers in thousands)	Days worked			Total
		1-4 days	5 days	6-7 days	
Ehlanzeni	Number	39	316	135	**490**
	Per cent	7,9	64,6	27,5	**100,0**
Gert Sibande	Number	35	118	74	**227**
	Per cent	15,4	51,9	32,7	**100,0**
Nkangala	Number	71	170	121	**363**
	Per cent	19,6	46,9	33,5	**100,0**
Mpumalanga	**Number**	**145**	**604**	**330**	**1 079**
	Per cent	**13,4**	**56,0**	**30,6**	**100,0**
Geographic location					
Urban	Number	72	288	169	**529**
	Per cent	13,7	54,3	32,0	**100,0**
Rural	Number	73	316	161	**550**
	Per cent	13,2	57,6	29,2	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers, as shown in Table 4.2. About sixty per cent (57,6%) of rural workers indicated that they worked five days a week compared to 54,3% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (13,7%) or more than five days a week (32,0%).

4.2 Modes of travel to work

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

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Total
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Workers	Number	170	150	247	64	219	13	**863**
	Per cent	91,6	91,4	90,1	92,5	88,7	93,3	**90,5**
Workers with disabilities	Number	16	14	27	5	28	*	**91**
	Per cent	8,4	8,6	9,9	7,5	11,3	6,7	**9,5**
District municipality								
Ehlanzeni	Number	120	49	136	29	101	*	**435**
	Per cent	27,5	11,2	31,3	6,6	23,3	0,2	**100,0**
Gert Sibande	Number	17	43	60	19	55	*	**198**
	Per cent	8,4	21,7	30,4	9,8	28,1	1,6	**100,0**
Nkangala	Number	50	72	78	21	90	9	**321**
	Per cent	15,4	22,5	24,4	6,7	28,0	3,0	**100,0**
Mpumalanga	**Number**	186	164	275	70	247	14	**954**
	Per cent	19,5	17,2	28,8	7,3	25,9	1,4	**100,0**
Geographic location								
Urban	Number	40	98	192	38	91	11	**471**
	Per cent	8,5	20,7	40,9	8,2	19,4	2,3	**100,0**
Rural	Number	146	66	82	31	155	*	**483**
	Per cent	30,1	13,7	17,0	6,4	32,1	0,5	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	17	25	81	14	39	*	**181**
	Per cent	9,5	14,0	45,0	7,9	21,8	1,9	**100,0**
Quintile 2	Number	27	41	35	9	60	*	**173**
	Per cent	15,5	23,7	20,4	5,5	34,7	0,3	**100,0**
Quintile 3	Number	35	36	25	12	61	6	**174**
	Per cent	20,2	20,4	14,5	6,7	35,0	3,2	**100,0**
Quintile 4	Number	58	34	16	15	52	*	**176**
	Per cent	32,8	19,5	9,3	8,6	29,3	0,6	**100,0**
Quintile 5 (Highest income quintile)	Number	49	28	116	19	35	*	**250**
	Per cent	19,6	11,1	46,5	7,6	14,0	1,2	**100,0**

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

Table 4.3 shows workers' disability status, geographical location, household income quintile and province by main mode of transport. Provincially, the main mode of transport that carried the largest share of workers was car/truck as drivers followed by walking all the way to their workplace at 28,8% and 25,9% respectively. Almost one in five workers used buses (20,3%), 17,2% travelled by taxi and another 7,5% travelled by Car/truck as passengers.

This pattern holds in most district municipalities except in Nkangala, where the dominant transport mode was walking all the way (28,0%). Other district municipality where significant percentages of workers walked all the way was Gert Sibande (28,1%). Bus use was most common amongst workers in Gert Sibande (8,1%) and Nkangala (15,4%).

Travel by means of public transport was important across all geographic locations. However, urban workers were more likely to use taxis rather than buses as their main mode of transport, and rural workers were most likely to use buses. The results show that more rural dwellers than urban dwellers used buses (30,1% compared with 8,5%). In comparison, slightly more urban dwellers made use of car/truck as a passenger than rural workers (8,2% compared with 6,4%). The figures for travelling by private car as the driver was high in urban areas compared to rural areas (40,9% as opposed to 17,0%).

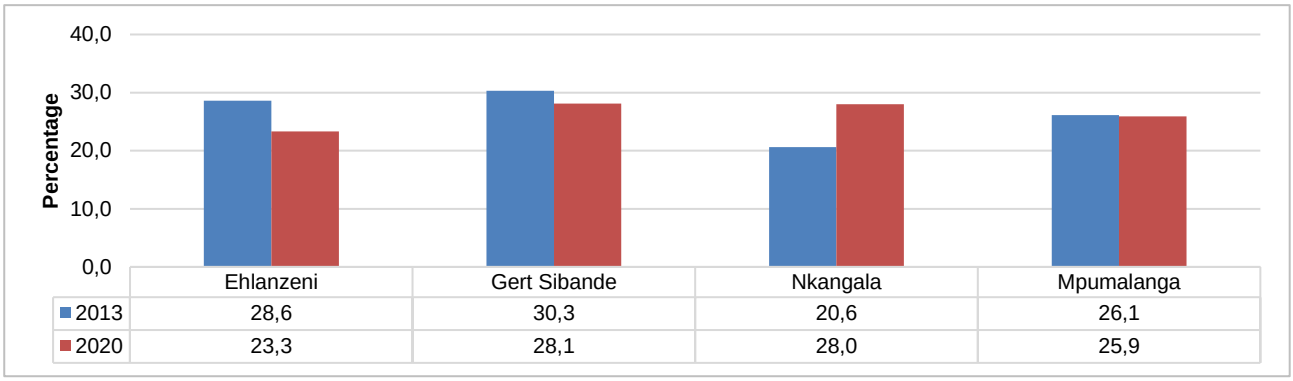
Table 4.4: Total number of trips to work using public transport by district municipality, 2020

2013	Total number of trips ('000)		
District municipality	**Bus**	**Taxi**	**Total**
Ehlanzeni	119	48	**168**
Gert Sibande	16	42	**59**
Nkangala	49	72	**122**
Mpumalanga	**185**	**163**	**349**
% of all public transport	53,1	46,9	**100,0**

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

Table 4.4 represents the total number of trips to work using public transport by district municipality in 2020. More than half (53,1%) of workers using public transport used buses in 2020, whereas 46,9% used taxis.

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



Percentages calculated within district municipalities

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipality. The proportion of workers who walked all the way to work slightly decreased from 26,1% in 2013 to 25,9% in 2020. Again in 2020, 'walking all the way' was more likely to occur in Gert Sibande (30,3%) and Ehlanzeni (28,6%), whilst in 2020, Ehlanzeni (23,3%) residents were less likely to walk than residents of other district municipalities. This percentage is lower than the national proportion of 21,3%.

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

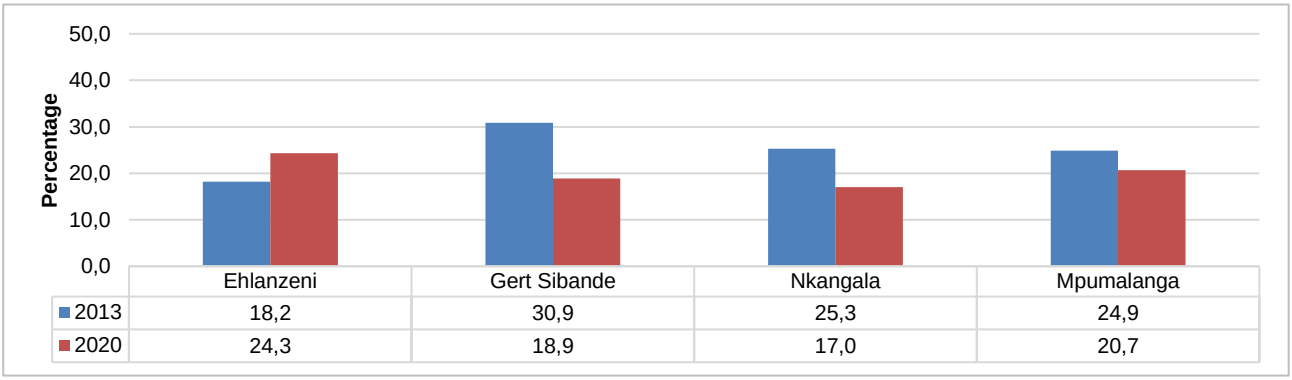
District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district	Number (`000)	% within Mpumalanga	% within district
Ehlanzeni	101	41,0	19,5	*	14,3	0,1	126	52,7	24,3	4	23,1	0,9
Gert Sibande	55	22,5	22,6	*	37,1	0,8	46	19,4	18,9	6	33,1	2,6
Nkangala	90	36,5	22,9	*	48,6	0,6	67	27,9	17,0	8	43,8	2,2
Mpumalanga	**247**	**100,0**	**21,3**	**5**	**100,0**	**0,4**	**239**	**100,0**	**20,7**	**19**	**100,0**	**1,7**
Geographic location												
Urban	91	37,0	16,1	*	64,1	0,6	164	68,5	28,9	9	45,3	1,5
Rural	155	63,0	26,3	*	35,9	0,3	75	31,5	12,8	11	54,7	1,8

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

Table 4.5 shows that provincially, almost a quarter of a million workers walked all the way to their place of work. The highest percentage of workers who walked to work were found in Ehlanzeni (41,0%) followed by Nkangala (36,5%). Cyclists were most likely to come from Nkangala (48,6%).

Of the 0,2 million workers who drove all the way to work, more than two-third resided in urban areas while more than one-third resided in rural areas. Across the district municipalities, Ehlanzeni (52,7%) and Nkangala (27,9%) recorded the highest percentage of workers who drove all the way to work. By comparison, Nkangala (43,8%), recorded the highest proportions of workers who hitchhiked all the way to work.

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



Percentages calculated within district municipalities

Figure 4.3 shows a significant decrease among workers who drove all the way to their workplace (from 24,9% in 2013 to 20,7% in 2020). The largest increase between 2013 and 2020 was observed in Ehlanzeni (+6,1percentage points).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Nearby/close enough to walk	Number	57	116	**172**
	Per cent	61,8	74,5	**69,8**
It was by choice	Number	18	13	**31**
	Per cent	20,1	8,1	**12,5**
Public transport too expensive	Number	9	20	**29**
	Per cent	9,8	12,7	**11,6**
Public transport not available	Number	*	*	**
	Per cent	1,5	0,7	**
No public transport available at specific times	Number	*	*	**
	Per cent	0,8	1,6	**1,3**
Public transport is not enough	Number	*	*	**
	Per cent	0,4	0,2	**0,3**
No transport	Number	*	*	**
	Per cent	1,2	1,4	**1,4**
Health reasons/exercising	Number	*	*	**
	Per cent	0,6	0,6	**0,6**
Other	Number	*	*	**4**
	Per cent	3,8	0,2	**1,5**
Total	**Number**	**91**	**155**	**247**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (69,8%) This reason was more likely to be given by workers in rural areas (74,5%) than workers in urban areas (61,8%). More than one-tenth of workers indicated that it was their choice to walk all the way to work (12,5%). This reason was most likely to be given in urban areas (20,1%).

The third most common reason was that public transport was too expensive (11,6%). It was noticeable that rural workers (12,7%) were much more likely to offer this as a reason than urban workers (9,8%).

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

Main reasons for cycled all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*****
	Per cent	83,8	24	**62,3**
Public transport too expensive/not available/not enough	Number	*	*	*****
	Per cent	6,0	19,5	**10,9**
Nearby/close enough to walk	Number	*	*	*****
	Per cent	*	20,1	**7,2**
Health reasons/exercising	Number	*	*	*****
	Per cent	10,1	*	**6,5**
Other	Number	*	*	*****
	Per cent	*	36,4	**13,1**
Total	**Number**	*****	*****	**5**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that 62,3% of workers said it was by choice that they cycled all the way to their destination, followed by those who said public transport is too expensive/not available (10,9%), and by those who indicated that it was nearby/close enough to cycle (7,2%).

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

Main reasons for driven all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	37	13	**50**
	Per cent	55,9	33,2	**47,3**
To drop/pick up passengers on his/her way to work	Number	15	13	**28**
	Per cent	22,4	32,3	**26,2**
To drop/pick up passengers on his/her way back home	Number	9	9	**17**
	Per cent	13,1	21,5	**16,3**
To pick up lift-club members	Number	*	*	**4**
	Per cent	3,3	5,3	**4**
Other	Number	*	*	**7**
	Per cent	5,3	7,7	**6,2**
Total	**Number**	**66**	**40**	**106**
	Per cent	**100,0**	**100,0**	**100,0**

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

Provincially, 47,3% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 26,2% who had to pick up or drop passengers off on their way to work. This was more prominent in rural areas (32,3%) than in urban areas (22,4%). The results further show that sixteen per cent of workers use their cars to drop or pick up passengers on their way back home (16,3%).

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

Main reasons for Hitchhiked all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*
	Per cent	15,8	6,5	**10,7**
Public transport too expensive/not available/not enough	Number	4	6	**10**
	Per cent	50,3	53,9	**52,2**
No transport	Number	*	*	*
	Per cent	9,0	19,5	**14,8**
Nearby/close enough to hitchhike	Number	*	*	*
	Per cent	*	2,5	**1,4**
No transport money	Number	*	*	*
	Per cent	5,7	*	**2,6**
It is cheaper/reasonable/free of charge	Number	*	*	*
	Per cent	10,0	12,4	**11,3**
Other	Number	*	*	*
	Per cent	9,2	5,2	**7,0**
Total	**Number**	**9**	**11**	**19**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than half (52,2%) of workers cited public transport as being too expensive or not available as the main reason for hitchhiking all the way to work. In comparison, 14,8% hitchhiked to their respective place of work mainly because there was no transport. Rural workers (53,9%) were more likely to cite public transport as being too expensive or not available than urban workers (50,3%). Slightly more than one-tenth (11,3%) of urban workers said it was cheaper or free of charge to hitchhike all the way to work.

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

District municipality	Number who did not drive all the way to work(`000)	Changed transport		
		Number (`000)	Per cent within district municipality	Per cent within Mpumalanga
Ehlanzeni	203	4	1,9	12,5
Gert Sibande	88	*	0,5	1,5
Nkangala	154	26	17,1	86,0
Mpumalanga	**444**	**31**	**6,9**	**100,0**

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

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. Thirty-one thousand indicated that they had to connect at least once when going to work. 86,0% of all the workers in Mpumalanga who changed transport worked in Nkangala. Proportionally within district municipalities, workers in Nkangala (17,1%) were more likely than workers in other district municipalities to change transport.

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

Main mode of travel	Statistics (numbers in thousands)	No of transfers(percentage of trips)		Mpumalanga
		Yes	No	
Bus	Number	21	165	**186**
	Per cent	11,4	88,6	**100,0**
Taxi	Number	11	153	**164**
	Per cent	6,5	93,5	**100,0**
Total	**Number**	**32**	**318**	**350**
	Per cent	**9,1**	**90,9**	**100,0**

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

Table 4.11 reveals that the need to transfer affects bus users more than other users. Of the public transport users who mentioned that they changed transport on the way to their work, 90,9% did not change transport while 9,1% had to change transport. Of those who changed transport, most workers were bus passengers (11,4%).

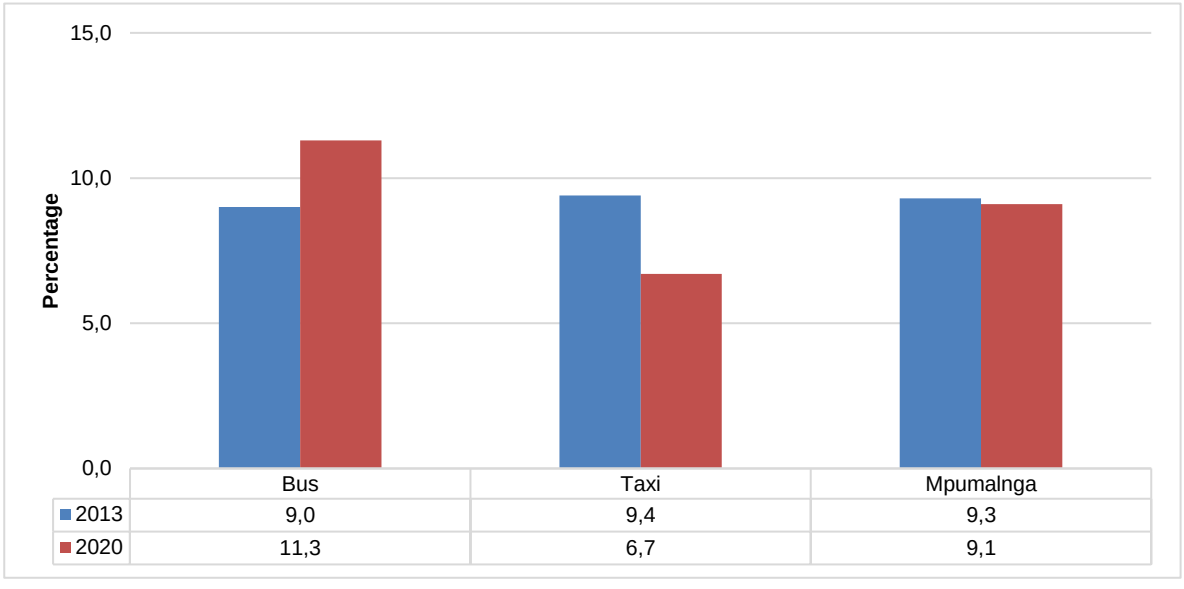
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in thousands)	No of transfers(percentage of trips)			Mpumalanga
		1	2	3	
Bus	Number	19	*	*	21
	Per cent	88,1	11,9	*	100,0
Taxi	Number	9	*	*	11
	Per cent	83,6	14,6	1,8	100,0
Total	**Number**	**28**	**4**	*****	**32**
	Per cent	**86,6**	**12,8**	**0,6**	**100,0**

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

Table 4.12 represents the number of transfers made by public transport users. Taxi users (14,6%) recorded the highest percentage of workers who had to make two changes on their way to work, followed by bus users at 11,9%

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



Percentages calculated within mode of travel

Figure 4.4 shows that provincially, there was a decrease in the percentage of public transport users who made at least one transfer (from 9,3% in 2013 to 9,1% in 2020). Most workers who completed at least one public transport transfer used buses. There was a +2,3 percentage points increase in the proportion of bus users who made at least one transfer while travelling to work between the two years.

4.3 Departure, waiting, arrival and total travel times

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

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Ehlanzeni	435	31,9	13,9	19,4	30,5	4,3
Gert Sibande	198	22,8	21,7	24,1	22,9	8,5
Nkangala	321	42,1	13,9	13,1	22,9	8,0
Mpumalanga	**954**	**33,4**	**15,5**	**18,3**	**26,4**	**6,4**
Geographic location						
Urban	471	25,8	16,8	19,5	31,4	6,5
Rural	483	40,9	14,3	17,1	21,5	6,3

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

Table 4.13 shows the time workers leave for work by province and geographical location. More than one-third (33,4%) of Mpumalanga's workers left their places of residence for work between before 06:00 in the morning. Nkangala (42,1%) and Ehlanzeni (31,9%) recorded the highest percentages of workers leaving their homes/residential places before 06:00 in the morning.

More one-quarter of workers (26,4%) left for work between 07:00 and 07:59 in the morning. Ehlanzeni (30,5%) had the highest proportion of workers leaving for work between 07:00 and 07:59 in the morning while Gert Sibande and Nkangala had the same proportion of workers leaving for work between 07:00 and 07:59 in the morning both at 22,9%.

Out of the 15,5% of workers travelling from 06:30 to 06:59 in the morning, Gert Sibande (21,7%) had the highest level.

Slightly more than six per cent of workers (6,4%) left their homes from 08:00 in the morning or later when going to work. Gert Sibande (8,5%) recorded slightly higher levels of workers going to work from 08:00 or later.

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

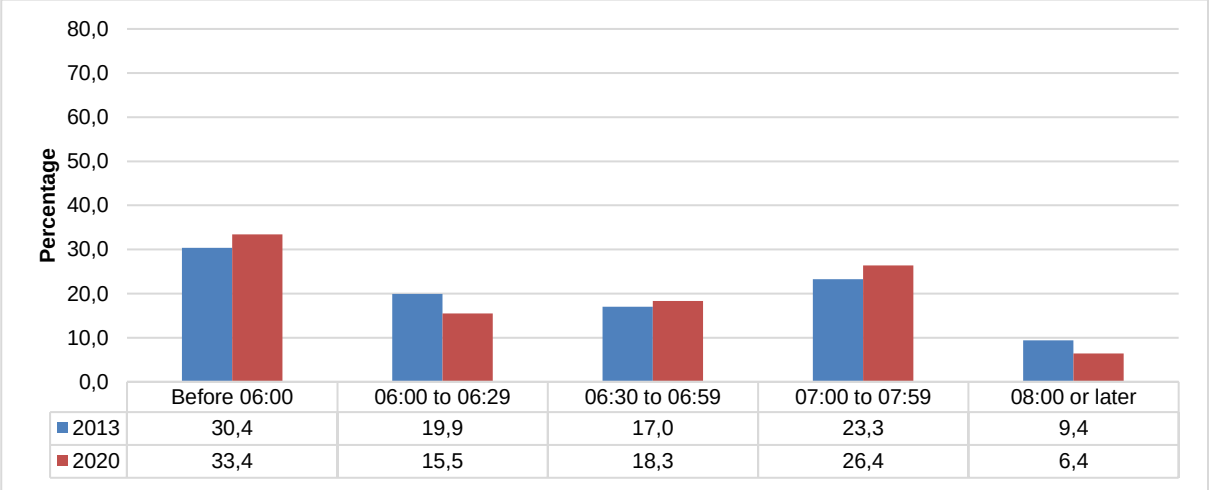


Figure 4.5 shows that the incidence of early starting times was lower in 2020 than in 2013. About 49,0 (48,9%) of workers left their home before 07:00 in 2020 compared to 50,3% in 2013. The number of those who left after 08:00 has decreased from 9,4% in 2013 to 6,4% in 2020.

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

District municipality	Number of persons who completed the question (`000)	Time workers arrive at place of work (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Ehlanzeni	435	12,2	5,8	22,1	48,4	11,5
Gert Sibande	198	11,7	5,7	27,4	39,1	16,1
Nkangala	321	16,8	10,2	20,8	35,7	16,5
Mpumalanga	**954**	**13,6**	**7,3**	**22,8**	**42,2**	**14,1**
Geographic location						
Urban	471	12,4	6,4	22,7	44,4	14,1
Rural	483	14,8	8,2	22,8	40,0	14,1

Percentages calculated within district municipalities.
Total excludes unspecified arrival time
.

Table 4.14 represents the number of workers by arrival time at work by district municipality and geographical location. Provincially, a little more than forty-two per cent of the working population arrived at work between 07:00 and 07:59 in the morning (42,2%). Workers in Ehlanzeni (48,4%) had the highest percentages of persons arriving at work during this period.

About 14% (14,1%) of the workers arrived at work at 08:00 in the morning or later. Gert Sibande (27,4%) had the highest proportion of workers who arrived at work between 06:30 and 06:59 in the morning.

Most urban workers (44,4%) were also more likely to arrive at work between 07:00 and 07:59 or later than rural workers (40,0%). On the other hand, both urban and rural workers were equally likely to arrive at work before 07:00.

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

District municipality	Number of workers who walked to first public transport (`000)	Walking time (per cent within district municipality)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Ehlanzeni	138	41,8	31,5	12,5	14,1
Gert Sibande	53	64,7	18,1	7,3	9,9
Nkangala	105	44,5	26,6	16,0	12,8
Mpumalanga	**295**	**46,9**	**27,4**	**12,8**	**12,9**

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

It is evident from Table 4.15 that the distribution of walking times is very similar throughout the province. Majority of the workers walked up to 5 minutes to reach their first transport in the morning (46,9%) and 27,4% walked between 6–10 minutes. Provincially, only 12,9% of workers walked for more than 15 minutes to their first transport.

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

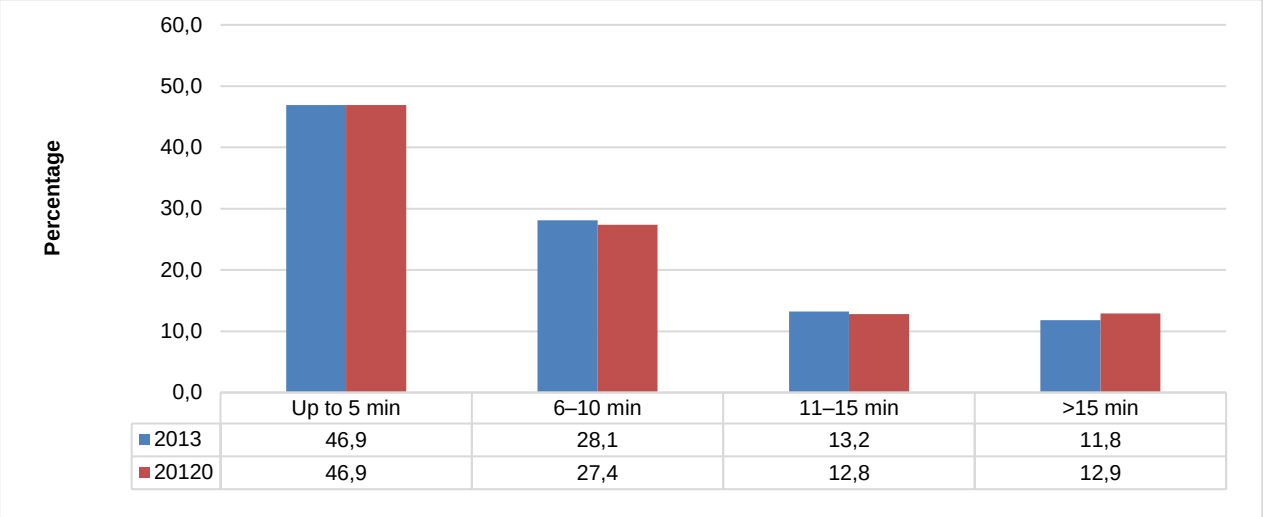


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport increased provincially from 11,8% in 2013 to 12,9% in 2020, while the percentage of workers who walked up to 5 minutes remained the same between the two years.

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

Mode of travel	Number of workers who used public transport and completed walking time question (`000)	Walking time (per cent within mode)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Bus	144	42,2	31,1	11,3	15,4
Taxi	109	52,7	24,1	14,4	8,8
Total	**253**	**46,7**	**28,1**	**12,6**	**12,6**

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

Table 4.16 shows that workers were more likely to walk for 5 minutes or less to get their first taxi. Furthermore, taxi users (52,7%) were more likely to walk for 5 minutes or less to get their first taxi when compared to bus users (42,2%).

Slightly more than fifteen per cent of the bus users (15,4%) reported that they walk more than 15 minutes to get to their first bus.

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

District municipality	Number of workers who waited for public transport (`000)	Waiting time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Ehlanzeni	121	82,7	11,3	3,5	2,5
Gert Sibande	37	80,1	16,7	3,2	*
Nkangala	87	56,2	23,4	11,7	8,6
Mpumalanga	**244**	**72,9**	**16,4**	**6,4**	**4,3**

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

Table 4.17 represents the amount of time workers have to wait before their first public transport arrives by district municipality. Nearly a quarter of a million workers waited for their first public transport. Slightly more than seven out of 10 workers (72,9%) waited five minutes or less provincially, while workers in Ehlanzeni (82,7%) and Gert Sibande (80,1%) were the most likely of all the district municipalities to wait for 5 minutes or less.

About 4% (4,3%) of all Mpumalanga workers waited for more than 15 minutes for the first public transport. In Nkangala, 8,6% of the workers waited for more than 15 minutes or more, followed by 2,5% in Ehlanzeni.

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

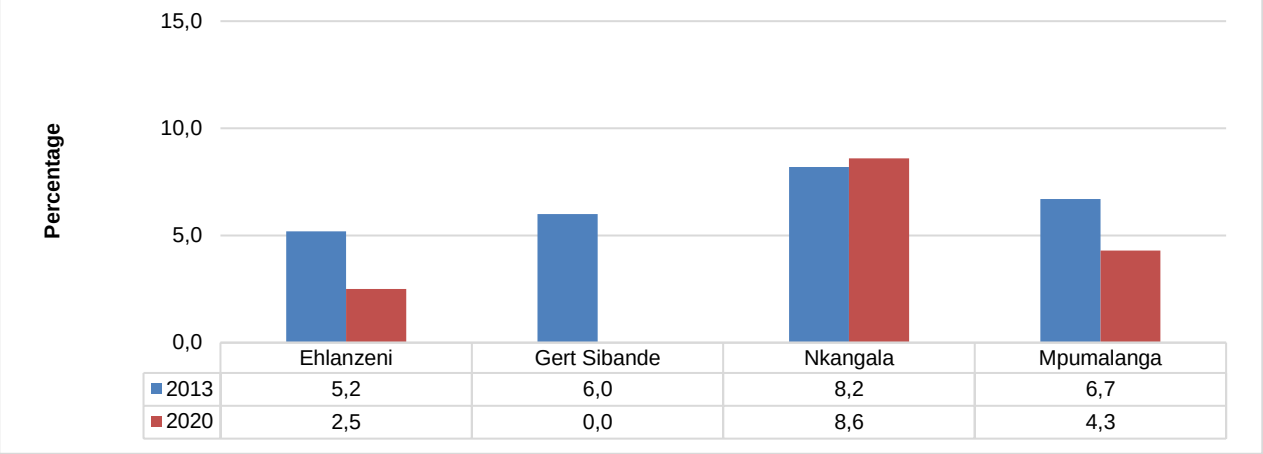


Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all district municipalities except Nkangala were the was a +0,4 percentage point increase.

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

District municipality	Total (`000)	Bus				Total (`000)	Taxi			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Ehlanzeni	91	75,5	45,1	34,5	30,3	31	32,8	13,4	13,8	37,7
Gert Sibande	12	10,1	7,5	*	*	25	24,0	28,5	21,3	*
Nkangala	38	14,4	47,4	65,5	69,7	50	43,2	58,1	64,8	62,3
Mpumalanga	**141**	**100,0**	**100,0**	**100,0**	**100,0**	**106**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.18 represents the number of workers by province and waiting time for the first public transport (train, bus and taxi). In terms of waiting times, the data shows that taxi waiting times were much higher in Nkangala and Ehlanzeni. More than sixty per cent of the commuters using taxis in Nkangala and 37,7% of the commuters in Ehlanzeni waited for longer than 15 minutes for their taxis to arrive. In contrast to this, bus service users in Nkangala (69,7%) waited longer for their bus to arrive.

Of the 141 000 individuals who travelled to work by bus, the highest numbers were found in Ehlanzeni (91 000) and Nkangala (12 000). In Nkangala, 69,7% of workers indicated that they waited for longer than 15 minutes for their bus to arrive.

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

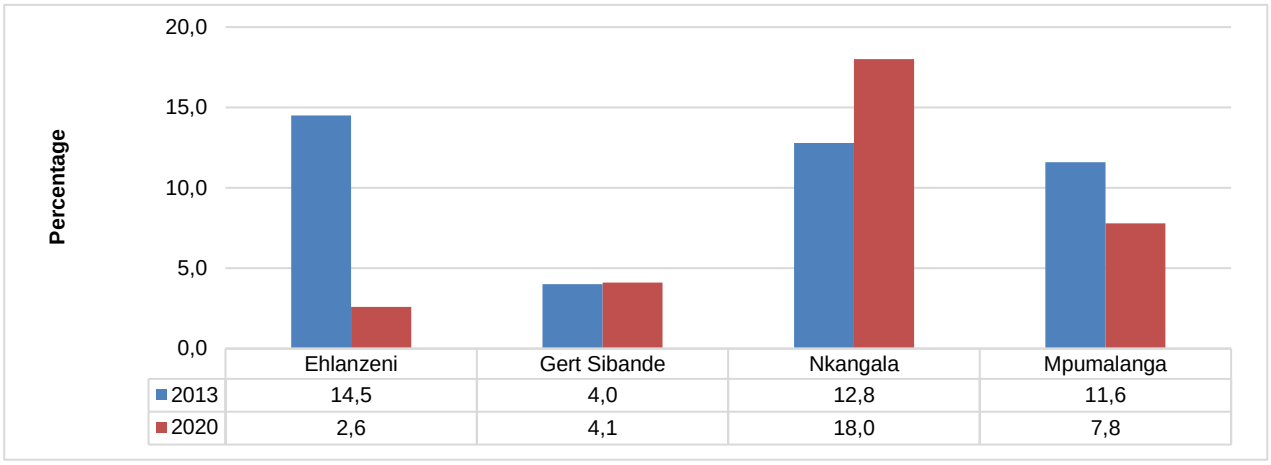
District municipality	Number of workers who walked at the end of the work trip (`000)	Walking time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Ehlanzeni	111	66,4	25,4	5,6	2,6
Gert Sibande	31	80,1	13,8	2,0	4,1
Nkangala	67	50,9	18,5	12,6	18,0
Mpumalanga	**209**	**63,4**	**21,4**	**7,3**	**7,8**

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

Table 4.19 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Provincially, slightly more than three out of five commuters walked five minutes or less to get to their final destination (63,4%), and a further 21,4% walked between six and ten. Approximately seven per cent of Mpumalanga workers walked between 11 and 15 minutes after alighting from their transport (7,3%).

Gert Sibande (80,1%) had the highest percentages of commuters who walked for 5 minutes or less to their place of work followed by Ehlanzeni (66,4%). About 18,0% of Nkangala workers walked for more than 15 minutes.

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



Provincially, the proportion of workers who used public transport and walked more than 15 minutes at the end of their trip declined from 11,6% in 2013 to 7,8% in 2020. In 2013, Ehlanzeni had the highest number of workers who used public transport and walked for more than five minutes at the end of their trip to reach their workplaces. This was followed by Nkangala (12,8%).

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

District municipality	Total (`000)	Bus				Total (`000)	Taxi			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Ehlanzeni	86	75,1	79,2	58	22,6	24	32,2	28,2	7,4	5,9
Gert Sibande	9	10,7	4,8	*	*	22	28	19,2	11,7	26,3
Nkangala	28	14,2	16	42	77,4	39	39,8	52,6	81	67,9
Mpumalanga	**123**	**100,0**	**100,0**	**100,0**	**100,0**	**85**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.20 shows that more than two-third of the workers who had to walk for more than 15 minutes to their workplace, after being dropped off by a taxi, lived in Nkangala (67,9%). Users of bus services who had to walk for more than 15 minutes were more likely to live in Nkangala (77,4%), followed by Ehlanzeni (22,6 %).

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

Main mode of travel and total time in minutes	District municipality			
	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Bus				
Means	82	52	127	**92**
1-30	7,6	18,1	6,2	**8,2**
31-60	30,1	67,9	10,2	**28,1**
61+	62,3	14,1	83,6	**63,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Taxi				
Mean (minutes)	50	46	55	**51**
1-30	39,4	42,1	34,4	**37,9**
31-60	39,2	40,8	42,9	**41,2**
61+	21,4	17,1	22,7	**20,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver				
Mean (minutes)	38	47	51	**44**
1-30	60,7	53,1	44,3	**54,4**
31-60	27,6	29,3	38,1	**30,9**
61+	11,7	17,6	17,6	**14,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger				
Mean (minutes)	30	21	31	**67**
1-30	24,4	44,9	18,8	**28,4**
31-60	28,8	28,5	33,4	**30,1**
61+	46,8	26,6	47,8	**41,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way				
Means (minutes)	36	41	36	**37**
1-30	64,2	53,7	59,1	**60,0**
31-60	23,8	31,2	32,0	**28,4**
61+	12,0	15,1	8,9	**11,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**
Other				
Means (minutes)	69	51	30	**38**
1-30	35,3	51,1	76,8	**67,8**
31-60	*	26,0	19,7	**19,6**
61+	64,7	22,9	3,5	**12,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

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

Most of the workers who travelled by taxi took between 31 to 60 minutes to reach their place of work (41,2%). About 38% (37,9%) travelling by taxi needed 30 minutes or less to reach their destination, and 20,8% of workers needed more than an hour. Ehlanzeni (60,7%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi followed by Gert Sibande (53,1%).

The highest proportion of workers who walked all the way or used a car/bakkie/truck as a driver travelled for 30 minutes or less. Workers who drove to their place of work for more than an hour were mostly found in Gert Sibande and Nkangala with equal proportion of 17,6%.

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

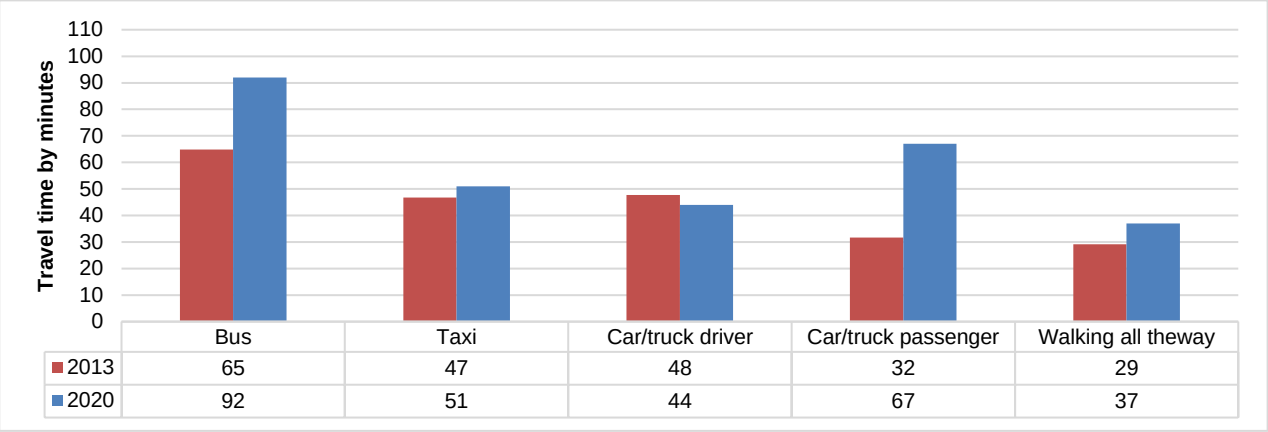


Figure 4.9 shows that overall, between 2013 and 2020, the average travel time for work has increased across all modes of transport, with the exception of those who used car/truck as a driver to their place of work. The highest increase is observed among those who travelled by car/truck as a passenger, as shown in Figure 4.9.

In 2020, workers who used public transport experienced long travel time in the morning to access their workplace; bus users 92 minutes and car truck as a passenger 67 minutes and taxi users travelled 51 minutes. Those who walked all the way to their work place needed 37 minutes.

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

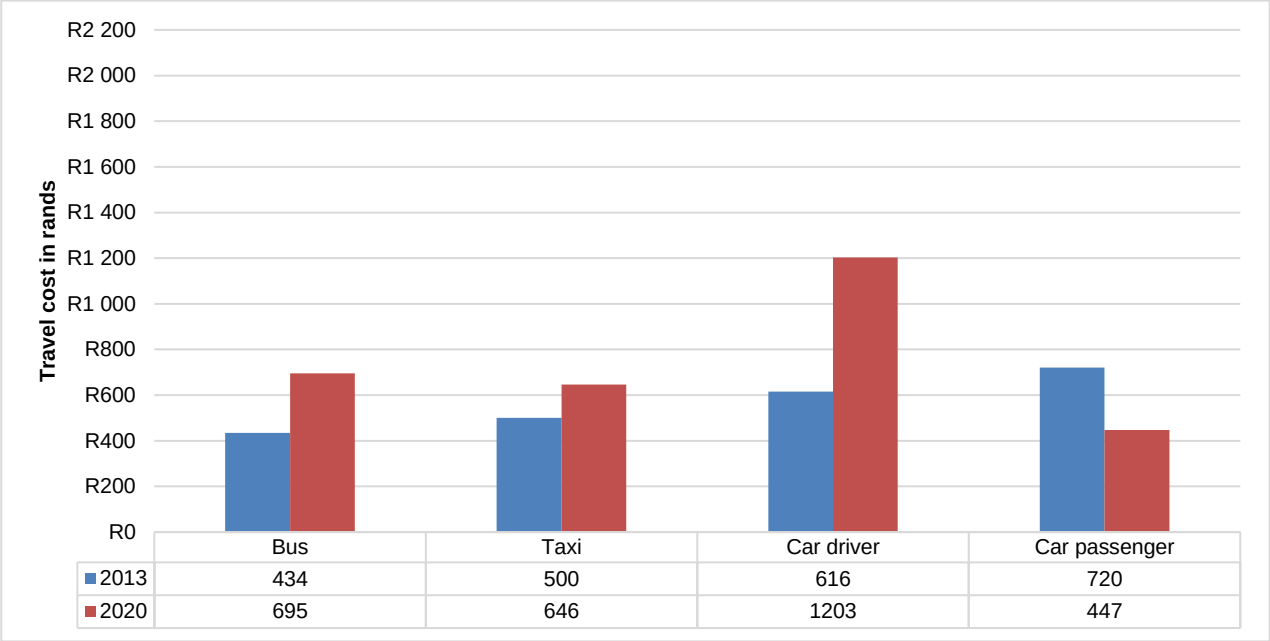
Mode and monthly payment in Rand	District municipality			Mpumalanga
	Ehlanzeni	Gert Sibande	Nkangala	
Bus				
Mean(rand)	526	670	1 110	695
1 - 100	2,5	5,1	*	2,1
101 - 200	1,6	*	*	1,1
200+	95,9	94,9	100	96,8
Total	**100,0**	**100,0**	**100,0**	**100,0**
Taxi				
Mean(rand)	741	587	616	646
1 - 100	2,2	1,9	0,6	1,5
101 - 200	2,1	*	2,7	1,8
200+	95,7	98,1	96,7	96,8
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver				
Mean(rand)	925	540	2 196	1 203
1 - 100	5,1	25,0	1,1	8,2
101 - 200	2,9	4,3	*	2,3
200+	92,0	70,7	98,9	89,5
Total	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger				
Mean(rand)	196	672	580	447
1 - 100	4,8	*	*	1,3
101 - 200	10,5	21,6	*	9,1
200+	84,7	78,4	100,0	89,6
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.22 shows that travel costs were the highest for those who travelled by car/bakkie/truck driver (R1 203) as their mode of travel, as opposed to bus users (R695) and taxi users (R646).

Travelling by car/bakkie/truck as passenger was the least expensive mode of travel, with a mean of R447.

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



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

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R1 203, followed by bus (R695) and taxi (R646). Using a car/truck passenger was the least expensive mode of travel compared to all the other modes.

Among public transport modes, bus appeared to be the most expensive public transport mode of travel for workers, with average monthly travel costs of R695, followed by taxi (R646).

4.4 Summary

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Rural workers were more likely to work five days in a week than urban workers. About sixty per cent (57,6%) of rural workers indicated that they worked five days a week compared to 54,3% workers in urban areas. Workers in urban areas were most likely to work less than five days a week (13,7%) or more than five days a week (32,0%).

Provincially, almost a quarter of a million workers walked all the way to their place of work. The highest percentage of workers who walked to work were found in Gert Sibande (28,1%) followed by Nkangala (28,0%), while cyclists were most likely to come from Nkangala (48,6%).

Of the 0,2 million workers who drove all the way to work, more than two-thirds resided in urban areas while more than one-third resided in rural areas. Across the district municipalities, Ehlanzeni (52,7%) and Nkangala (27,9%) recorded the highest percentage of workers who drove all the way to work. By comparison, Nkangala (43,8%), recorded the highest proportions of workers who hitchhiked all the way to work.

Most workers walked all the way to their place of work because it is nearby/close enough to walk (68,9%). This reason was more likely to be given by workers in rural areas (74,5%) than workers in urban areas (61,8%).

More than one-tenth of workers indicated that it was their choice to walk all the way to work (12,5%). This reason was most likely to be given in urban areas (20,1%).

The third most common reason was that public transport was too expensive (11,6%). It was noticeable that rural workers (12,7%) were much more likely to offer this as a reason than urban workers (9,8%).

5. Business trips

5.1 Introduction

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

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

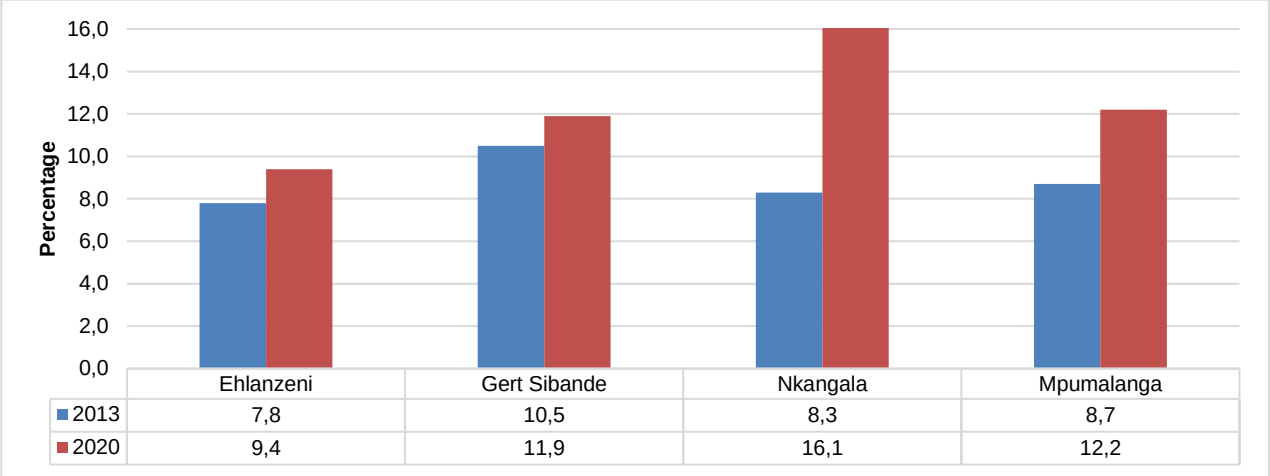
Table 5.1: Incidence of business trips during the past calendar month by district municipality and geographic location, 2020

District Municipality	Workers aged 15 years and older	Business trips amongst workers 15 years and older		
		Number (000')	Per cent within district municipality/ geographical area	Per cent within Mpumalanga
Ehlanzeni	519	49	9,4	34,6
Gert Sibande	245	29	11,9	20,7
Nkangala	393	63	16,1	44,7
Mpumalanga	**1 157**	**141**	**12,2**	**100,0**
Geographic location				
Urban	567	72	12,6	50,6
Rural	590	70	11,8	49,4

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

Table 5.1 presents the distribution of persons who took business trips during the calendar month preceding the survey by province. Of the 1,2 million workers aged 15 years and older who were interviewed, only 0,1 million indicated that they undertook business trips during the reference period. Nearly 45% (44,7%) of business travellers were from Nkangala and 34,6% were from Ehlanzeni. Gert Sibande (20,7%) contributed the least to the provincial business travel count.

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



Percentages calculated within district municipalities

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview in 2020 by district municipality. Nkangala (16,1%) had the highest proportion of workers who were most likely to take business trips followed by Gert Sibande (11,9%). Ehlanzeni (9,4%) had the lowest proportion of workers who undertook business trips and this was lower than the provincial proportion at 12,2%.

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipality. In 2013, Gert Sibande (10,5%) had the highest proportion of workers who were most likely to take business trips, while in 2020, Nkangala took the lead at 16,1%, this is a 7,8 percentage points increase.

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

District municipality	Number of workers who undertook business trips (`000)	Number of business trips (per cent within district)					Total
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	
Ehlanzeni	49	95,7	1,9	0,7	0,8	0,9	**100,0**
Gert Sibande	29	90,2	4,9	*	0,9	4,0	**100,0**
Nkangala	63	90,4	5,9	1,6	*	2,1	**100,0**
Mpumalanga	**141**	**92,2**	**4,3**	**1,0**	**0,5**	**2,1**	**100,0**

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

Table 5.2 shows that, of the workers who indicated that they undertook business trips, 92,2% undertook one to five trips during the reference period. Business travellers who undertook six to ten trips were at 4,3% while a small percentage (0,5%) undertook between 16 and 20 trips.

The highest proportion of business travellers who undertook one to five trips were in Ehlanzeni (95,7%). Among those who undertook more than 20 business trips, most were from Gert Sibande (4,0%) and Nkangala (2,1%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality			
			Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Public transport	Bus	Number	4	*	10	14
		Per cent	8,5	*	15,6	9,9
	Taxi	Number	12	9	25	46
		Per cent	24,6	31,4	39,1	32,5
Private transport	Car/truck driver	Number	29	15	19	63
		Per cent	60,3	50,6	30,3	44,9
	Car/truck passenger	Number	*	4	8	14
		Per cent	3,2	15,0	12,6	9,9
Aircraft		Number	*	*	*	*
		Per cent	*	1,2	*	0,3
Other modes		Number	*	*	*	4
		Per cent	3,3	1,8	2,3	2,6
Total		**Number**	**49**	**29**	**63**	**141**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**

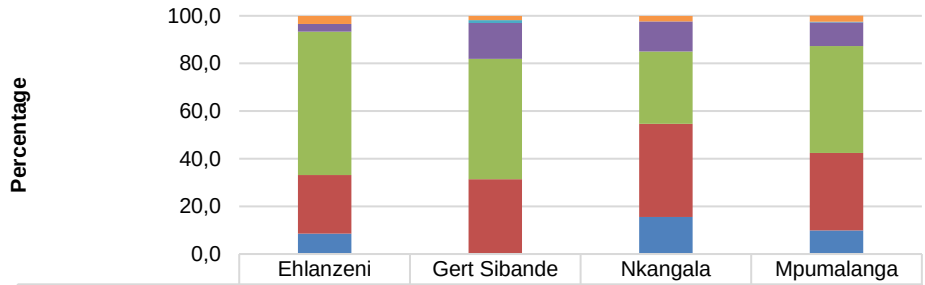
*Unweighted number of 3 and below are too small to provide reliable estimates.
Totals exclude unspecified cases.
Percentages calculated within district municipalities.

Table 5.3 presents the main mode of travel used for business trips by province. Provincially, most (44,9%) business trips were made using private cars or trucks as drivers. The second most used mode of travel for business trips were taxis at 32,5%.

Ehlanzeni (60,3%) contributed the most to business travellers who travelled by car or truck with the driver as the main mode of travel followed by Gert Sibande (50,6%). Concerning the business trips made by taxis, business travellers in Nkangala (39,1%) were more likely to use this mode than in any other district municipality.

Travelling by car/truck as a passenger also showed significant percentages of business travellers who used this mode and out of the 9,9% reported provincially, Gert Sibande (15,0%) had the highest percentage, followed by Nkangala (12,6%).

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



	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Other modes	3,3	1,8	2,3	2,6
Aircraft	0,0	1,2	0,0	0,3
Car/truck passenger	3,2	15,0	12,6	9,9
Car/truck driver	60,3	50,6	30,3	44,9
Taxi	24,6	31,4	39,1	32,5
Bus	8,5	0,0	15,6	9,9

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by province. Most business travellers (44,9%) travelled by car/truck as a driver. The second most commonly used mode of transport was taxis (32,5%). Taxis were most likely to be used in Nkangala (39,1%)followed by Gert Sibande

at 31,4%. Of the trips made using a car/truck as a passenger, Gert Sibande had the highest proportion (15,0%), followed by Nkangala (12,6%)

5.2 Summary

Of the 1,2 million workers aged 15 years and older who were interviewed, only 0,1 million indicated that they undertook business trips during the reference period. Nearly 45% (44,7%) business travellers were from Nkangala and 34,6% were from Ehlanzeni. Gert Sibande (20,7%) contributed the least to the provincial business travel count.

Provincially, most (44,9%) business trips were made using private cars or truck as drivers. The second most used mode of travel for business trips were taxis at 32,5%.

Ehlanzeni (60,3%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel followed by Gert Sibande (50,6%). Concerning the business trips made by taxis, business travellers in Nkangala (39,1%) were more likely to use this mode than in any other district municipality.

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

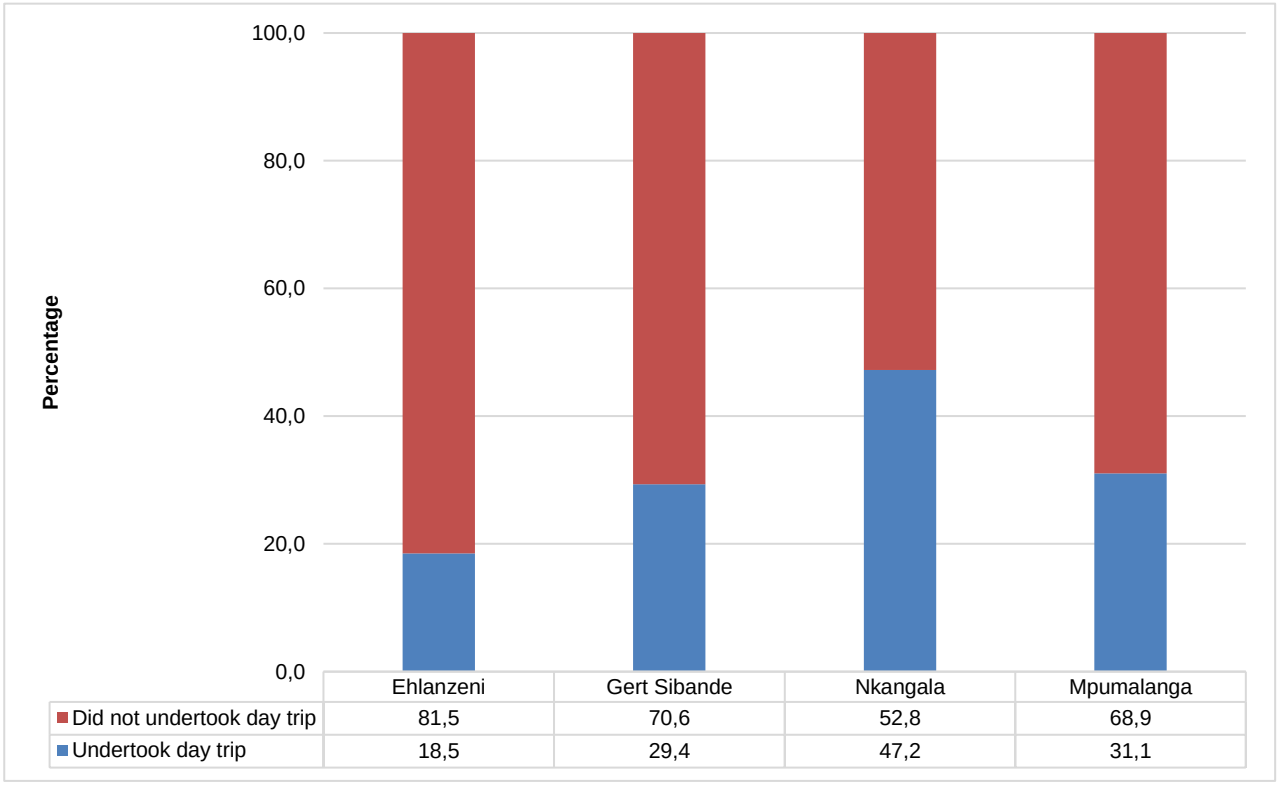
Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020

District municipality	Number of persons aged 15 years and older (`000)	Trips taken away from usual home/place of residence	
		Number	Per cent in Mpumalanga
Ehlanzeni	1 384	256	25,4
Gert Sibande	712	209	20,8
Nkangala	1 150	543	53,8
Mpumalanga	**3 246**	**1 008**	**100,0**

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

Table 6.1 summarises the day trips taken away from the usual place of residence in the 12 months prior to the interview. A total of 3,2 million persons aged 15 years and older were asked whether they had undertaken day trips. These trips were defined as travelling away from one's usual home in the past 12 months and returning on the same day. Slightly more than 1,0 million individuals indicated that they had undertaken day trips. Nkangala had the highest proportion of persons who had undertaken day trips at 53,8%, followed by Ehlanzeni (25,4%). Gert Sibande (20,8%) had the smallest proportion of persons who undertook a day trip in the twelve months prior to the interview.

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



Persons aged 15 years and older who reside in Nkangala (47,2%) were most likely to take day trips, followed by Gert Sibande (29,4%).

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

Main purpose of trip	District municipality (per cent)			Mpumalanga
	Ehlanzeni	Gert Sibande	Nkangala	
Visit friends/family/ancestral home	39,8	46,7	49,3	**46,3**
Leisure/holiday	22,6	8,0	7,0	**11,1**
Shopping	7,2	16,0	12,0	**11,6**
Sporting	2,2	2,7	1,5	**1,9**
Funeral	8,5	7,8	8,9	**8,5**
Medical	0,6	2,1	*	**1,6**
Government services (e.g. home affairs, etc.)	0,4	0,9	0,9	**0,8**
Looking for work	5,6	4,0	9,2	**7,2**
Wellness (e.g. spa, health farm, etc.)	*	0,5	0,3	**0,3**
Religious/cultural/traditional	7,3	6,9	6,9	**7,0**
Wedding	0,5	1,2	0,7	**0,8**
Other	5,2	3,3	1,4	**2,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Other purposes includes: Weddings, leisure/holiday, sporting – spectator/participant, etc.

Table 6.2 shows that provincially, the most common reasons for taking a day trip were visiting friends/family/ancestral home (46,3%). Shopping was the second most reason cited for taking a day trip at 11,6%, followed by leisure/holiday at 11,1%. More than eight per cent of day trips made were for funeral events (8,5%), and 7,2% of day trips were made for looking for work purposes.

When considering district municipality distributions, shopping for personal or business purposes was the most popular purpose in Gert Sibande (16,0%) for persons who undertook day trips, followed by Nkangala (12,0%) and Ehlanzeni (7,2%). Ehlanzeni (22,6%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Nkangala (8,9%) and Ehlanzeni (8,5%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality			Mpumalanga
			Ehlanzeni	Gert Sibande	Nkangala	
Public transport	Bus	Number	33	11	61	**106**
		Per cent	12,9	5,3	11,3	**10,5**
	Taxi	Number	109	90	293	**491**
		Per cent	42,4	43,1	53,9	**48,7**
Private transport	Car/truck driver	Number	49	43	78	**169**
		Per cent	19,0	20,4	14,4	**16,8**
	Car/truck passenger	Number	59	38	83	**180**
		Per cent	23,2	18,2	15,2	**17,9**
Other		Number	*	4	13	**20**
		Per cent	1,3	2,1	2,3	*****
Walking		Number	*	22	14	**40**
		Per cent	1,2	10,7	2,6	**3,9**
Total		**Number**	**256**	**209**	**543**	**1 008**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows persons who undertook day trips by mode of travel. It shows that persons who undertook day trips mostly used taxis (48,7%) as their mode of travel. Usage of a car/bakkie/truck as a passenger (17,9%) was the second most used mode of travel, followed by travelling by car/bakkie/truck as a driver (16,8%).

Nearly 54 per cent of day trip travellers in Nkangala (53,9%) used taxis as their main mode of travel, followed by Gert Sibande (43,1%) and Ehlanzeni (42,4%). Travelling by car/bakkie/truck as a driver was commonly used by travellers in Gert Sibande (20,4%), followed by Ehlanzeni at 19,0%. Gert Sibande had the highest proportion of persons who walked all the way during their day trips (10,7%), this was higher that the provincial proportion of 3,9%.

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older (`000)	Undertook overnight trips	
		Statistics (numbers in thousands)	Per cent in Mpumalanga
Ehlanzeni	1 384	205	32,9
Gert Sibande	712	99	15,9
Nkangala	1 150	319	51,2
Mpumalanga	**3 246**	**623**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips

Table 6.4 summarises overnight trips taken away from the usual residence in the 12 months prior to the interview. Out of the 3,2 million persons aged 15 years and older, more than half a million (0,6 million) indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months. Nkangala (51,2%) had the highest proportion of persons who undertook overnight trips, and Ehlanzeni followed at 32,9%. Gert Sibande (15,9%) had the smallest proportion of persons who undertook overnight trips.

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

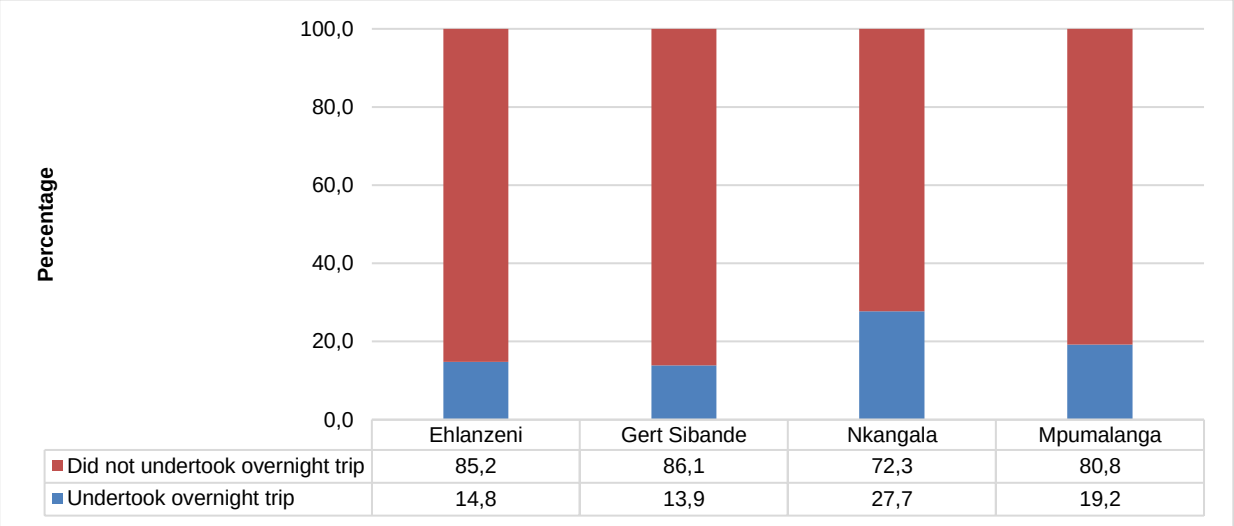


Figure 6.2 shows the percentage of individuals who took overnight trips. Provincially, nearly two out of ten persons undertook overnight trips, with those living in Nkangala (27,7%) reporting the highest proportion, followed by Ehlanzeni at 14,8%.

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

Main purpose of trip	District municipality(per cent within district)			Mpumalanga
	Ehlanzeni	Gert Sibande	Nkangala	
Visit friends/family/ancestral home	46,5	52	69,9	**59,4**
Leisure/holiday	30,6	15,0	6,0	**15,5**
Shopping	0,3	4,4	2,1	**1,9**
Sporting	*	0,5	0,5	**0,3**
Funeral	9,3	3,8	8,6	**8,1**
Medical	0,2	2,9	0,3	**0,7**
Government services (e.g. home affairs, etc.)	0,2	*	0,5	**0,3**
Looking for work	1,6	2,9	1,7	**1,8**
Wellness (e.g. spa, health farm, etc.)	*	*	0,3	**0,1**
Religious/cultural/traditional	7,6	11,7	8,0	**8,5**
Wedding	0,6	0,6	0,4	**0,5**
Other	3,1	6,2	1,7	**2,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Visiting friends/family/ancestral home (59,4%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 15,5% of those who said that they were travelling for leisure/holiday. Approximately 9% (8,5%) of persons who undertook overnight trips travelled for religious/cultural/traditional purposes.

Travelling to visit friends/family/ancestral home was most common in Nkangala (69,9) while travelling to attend funerals was most common in Ehlanzeni (9,3%). Religious trips were important in Gert Sibande (11,7%). Nkangala (8,0) and Ehlanzeni (7,6%) had similar trends in persons who undertook overnight trips for religious purpose. Travelling for wellness was the purpose least indicated for undertaking overnight trips across all district municipalities.

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

Mode of travel		Statistics (numbers in thousands)	District municipality			Mpumalanga
			Ehlanzeni	Gert Sibande	Nkangala	
Public transport	Bus	Number	24	*	34	61
		Per cent	11,9	2,2	10,7	9,8
	Taxi	Number	76	42	184	303
		Per cent	37,2	42,8	57,8	48,6
Private transport	Car/truck driver	Number	47	26	43	116
		Per cent	22,7	26,3	13,6	18,6
	Car/truck passenger	Number	54	19	39	112
		Per cent	26,4	19,0	12,2	18,0
Aircraft		Number	*	*	4	5
		Per cent	0,9	*	1,1	0,9
Other		Number	*	9	14	24
		Per cent	0,8	9,3	4,3	3,9
Total		**Number**	**205**	**99**	**319**	**623**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**

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

About 49% (48,6%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck driver at 18,6%, while 18,0% preferred a car/bakkie/truck as a passenger as their main mode of overnight travel. Only 9,8% of travellers made use of buses.

Nkangala had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Ehlanzeni (26,4%), followed by Gert Sibande (19,0%).

Being a passenger or driver in a car/bakkie/truck accounted for more than 20 per cent of the preferred mode of travel in Gert Sibande (26,3%) and 22,7% in Ehlanzeni.

6.4 Summary

Nkangala had the highest proportion of persons who had undertaken day trips at 53,8%, followed by Ehlanzeni (25,4%). Gert Sibande (20,8%) had the smallest proportion of persons who undertook a day trip in the twelve months prior to the interview.

The most common reasons for taking a day trip were visiting friends/family/ancestral home (46,3%). Shopping was the second most reason cited for taking a day trip at 11,6%, followed by leisure/holiday at 11,1%. Persons undertook day trips mainly for funeral events (8,5%), and to look for work (7,2%).

When considering district municipality distributions, shopping for personal or business purposes was the most popular purpose in Gert Sibande (16,0%) for persons who undertook day trips, followed by Nkangala (12,0%) and Ehlanzeni (7,2%). Ehlanzeni (22,6%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Nkangala (8,9%) and Ehlanzeni (8,5%).

About 49% (48,6%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck driver at 18,6%, while 18,0% preferred a car/bakkie/truck as a passenger as their main mode of travel. Only 9,8% of travellers made use of buses.

Nkangala had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Ehlanzeni (26,4%), followed by Gert Sibande (19,0%).

Being a passenger or driver in a car/bakkie/truck accounted for more than twenty per cent of the preferred mode of travel in Gert Sibande (26,3%) and 22,7% in Ehlanzeni respectively.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

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

Dwelling type	District municipality(per cent within province)			
	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
2013				
Formal dwellings	95,7	68,4	81,6	**83,9**
Informal dwellings	2,5	21,3	17,1	**12,2**
Traditional dwellings	1,7	9,7	1	**3,5**
Other	0,1	0,6	0,3	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**
2020				
Formal dwellings	96,8	92	92,3	**94,1**
Informal dwellings	3,0	5,2	6,0	**4,5**
Traditional dwellings	0,2	2,8	1,6	**1,3**
Other	*	0	0,2	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

The dwelling types of households are provided in Table 7.1. In 2020, provincially, 94,1% of households lived in formal dwellings, 4,5% in informal dwellings and 1,3% lived in traditional dwellings. Households residing in informal dwellings were situated mostly in Nkangala (6,0%), followed by Gert Sibande (5,2%), while traditional dwellings were most likely situated in Gert Sibande (2,0%).

Figure 7.1: Dwelling type of household, 2013 and 2020

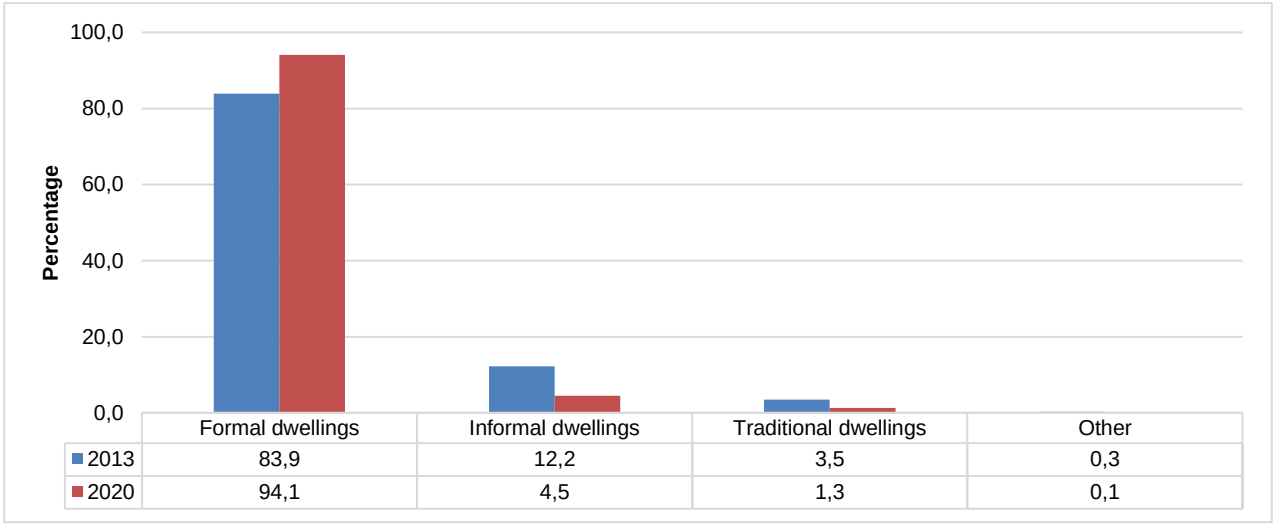


Figure 7.1 shows that in 2013, 83,9% of households lived in formal dwellings, which increased to 94,1% in 2020. The percentage of households living in informal dwellings decreased from 12,2% in 2013 to 4,5% in 2020. Furthermore, the percentage of households that lived in traditional dwellings dropped from 3,5% to 1,3% between 2013 and 2020.

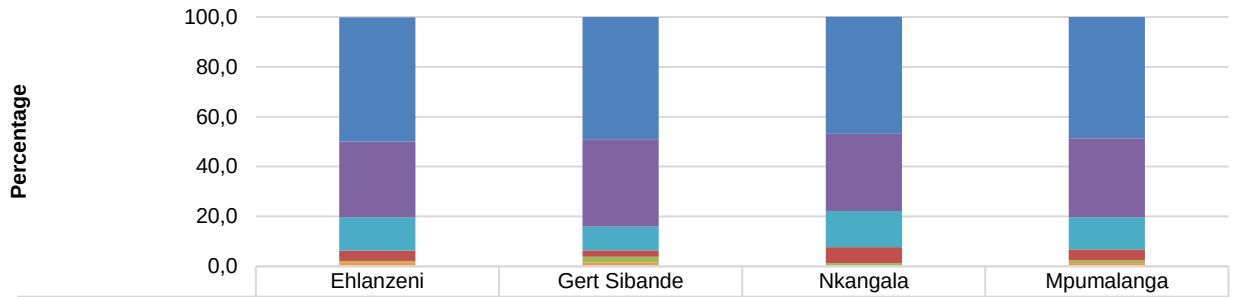
Table 7.3: Source of household income, by district municipality, 2020

Source of household income	District municipality(per cent within income source category)			Total
	Ehlanzeni	Gert Sibande	Nkangala	
Salaries	42,1	26,1	31,8	**100,0**
Income from business	43,7	16,6	39,7	**100,0**
Pensions	21,5	49,8	28,7	**100,0**
Grants	41,9	25,7	32,5	**100,0**
Remittances	40,6	21,0	38,4	**100,0**
Other income	52,5	32,5	15,0	**100,0**
Source of household income	**District municipality(per cent within district municipality)**			
	Ehlanzeni	**Gert Sibande**	**Nkangala**	**Mpumalanga**
Salaries	40,7	42,0	39,0	**40,5**
Income from business	5,3	3,3	6,1	**5,0**
Pensions	0,5	1,9	0,8	**0,9**
Grants	40,0	40,8	39,4	**40,0**
Remittances	11,7	10,1	14,1	**12,1**
Other income	1,8	1,9	0,7	**1,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.3 illustrates the main source of household income by district municipality. Most Mpumalanga households received income from salaries and wages (40,5%), while 40,0% benefited from social grants. Concerning salaries and wages, there were significant variations across the district municipalities. Households in Gert Sibande (42,0%) were most likely to benefit from salaries/wages. Concerning social grants, there was no sizable difference in the proportion of households who received social grants. Slightly more than 12 per cent of Mpumalanga households received an income from remittances (12,1%) and 5,0% received income from business. A large dependence of income from remittances was found in Nkangala (14,1%) and Ehlanzeni (11,7%).

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



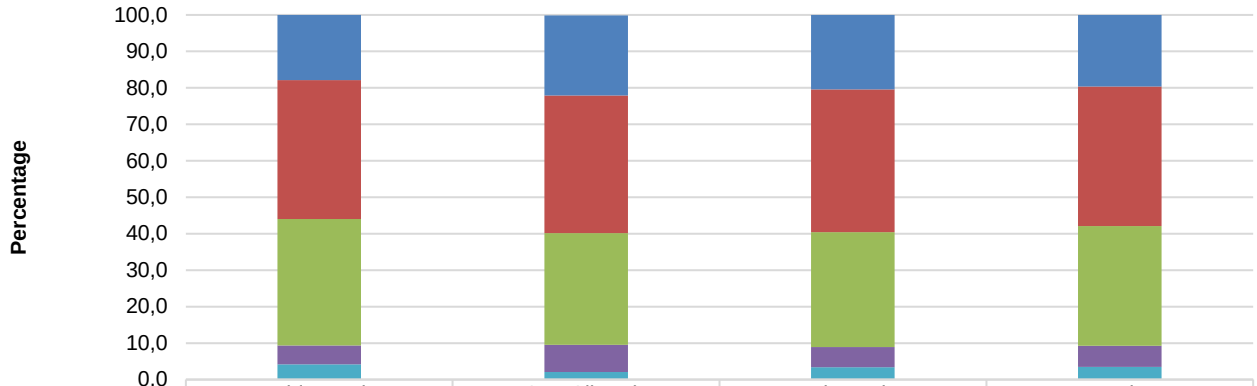
	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Salaries	49,9	49,0	47,0	48,7
Grants	30,3	35,1	30,9	31,7
Remittances	13,4	9,5	14,5	12,8
Income from business	4,1	2,5	6,4	4,4
Pensions	0,5	2,3	0,8	1,1
Other income	1,7	1,6	0,5	1,3

Figure 7.2 shows the household's main source of income by district municipality. A large percentage of households received their main source of income from salaries (48,7%), followed by grants (31,7%) and remittances (12,8%).

The majority of households in Ehlanzeni (49,9%), followed by Gert Sibande (49,0%) were dependent on salaries as their main source of income. Gert Sibande (35,1%) had a significant percentage of households

which indicated that their main source of income was grants, followed by Nkangala (30,9%) and Ehlanzeni (30,3%). Less than five per cent of Mpumalanga households received their main income from business (4,4%).

Figure 7.3: Monthly household expenditure by district municipality, 2020



	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
0 - 799	17,9	22,0	20,4	19,6
800 - 1799	38,1	37,7	39,2	38,3
1800 - 4999	34,6	30,7	31,5	32,8
5000 - 9999	5,2	7,4	5,5	5,8
10000 or more	4,2	2,1	3,4	3,5

Figure 7.3 depicts monthly household expenditure patterns. Nationally, most of the households (56,0%) had a monthly expenditure of R1 799 or less, followed by 34,6% of those who spent between R1 800 and R4 999 monthly.

Comparing the distribution of households who fall into the R1 799 and below category across the district municipalities, Gert Sibande had the highest percentage of low-spending households (59,7%), followed by Nkangala (59,6%). Households spending R5 000 or more per month were primarily found in Gert Sibande (9,5%) and Ehlanzeni (9,4%).

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

District municipality	Number of households who completed question	Monthly household expenditure on public transport (per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Ehlanzeni	550	21,6	26,1	14,3	10,1	10,6	13,2	4,1	**100,0**
Gert Sibande	262	36,0	21,7	15,5	9,4	7,6	7,3	2,4	**100,0**
Nkangala	313	20,8	22,6	19,7	9,8	7,5	9,7	9,8	**100,0**
Mpumalanga	**1 125**	**24,8**	**24,1**	**16,1**	**9,8**	**9,0**	**10,9**	**5,3**	**100,0**
Geographic location									
Urban	410	35,0	18,5	14,6	8,9	8,1	9,5	5,3	**100,0**
Rural	716	18,9	27,3	16,9	10,3	9,6	11,7	5,3	**100,0**

Total exclude unspecified cases.
Percentages were calculated within district municipalities.
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Table 7.3 shows monthly household expenditure on public transport by province. Provincially, about seventy per cent of households in Mpumalanga had a monthly expenditure on public transport of R500 or less (69,9%). Ehlanzeni (61,1%) had the highest number of low-spending households, followed by Nkangala (59,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (64,5%) compared to urban areas (50,1%).

Slightly more than sixteen per cent (16,2%) of households spent R501 or more on a monthly basis and the highest proportion of these households were found in Nkangala (19,5%) followed by Ehlanzeni (17,3%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. More than one-third of urban households spent nothing on public transport on a monthly basis. In rural areas, only 18,9% spent nothing on public transport. This shows that rural areas are largely dependent on public transport.

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

District municipality	Number of households who completed question('000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Ehlanzeni	245	4,1	13	8,2	28,6	31,7	14,5	**100,0**
Gert Sibande	97	20,0	6,8	14,9	20,2	21,0	17,2	**100,0**
Nkangala	150	16,2	14,6	8,9	12,9	22,9	24,5	**100,0**
Mpumalanga	**492**	**10,9**	**12,2**	**9,7**	**22,1**	**26,9**	**18,1**	**100,0**
Geographic location								
Urban	171	13,6	9,9	11,9	20,1	25,7	18,8	**100,0**
Rural	322	9,5	13,5	8,5	23,2	27,6	17,7	**100,0**

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

Of the nearly 500 thousand households that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 67,1% spent R300 and more, while the remaining 32,8% spent less than R300.

Table 7.4 shows that Nkangala (24,5%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other district municipalities. By comparison, rural areas had the higher proportion of households who spent R500 or more monthly on public transport to travel to work (45,3%) when compared to urban areas (44,4%).

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

District municipality	Number of household who completed question(`000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1 – R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Ehlanzeni	143	6,5	19,0	18,6	30,9	18,0	7,1	**100,0**
Gert Sibande	63	17,3	12,7	25,7	18,1	19,5	6,8	**100,0**
Nkangala	85	9,1	16,9	17,3	19,6	25,5	11,8	**100,0**
Mpumalanga	**291**	**9,6**	**17,0**	**19,7**	**24,9**	**20,5**	**8,4**	**100,0**
Geographic location								
Urban	105	7,6	11,8	19,1	21,4	30,4	9,7	**100,0**
Rural	186	10,7	19,9	20	26,8	14,9	7,6	**100,0**

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

According to Table 7.5, about 0,3 million households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R301 and R500 (24,9%), while 20,5% spent between R501 and R1 000 and 19,7% spent between R201 and R300.

More than eight per cent (8,4%) of households spent more than R1 000 on public transport to travel to an educational institution. Most of these households were found in Nkangala (11,8%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (77,4%), compared to urban areas (59,9%).

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

District municipality	Number of bicycles (per cent across district municipalities, within Mpumalanga)				
	0 bicycles		1-3 bicycles		Number(`000)
	Number('000)	% within Mpumalanga	Number('000)	% within Mpumalanga	
Ehlanzeni	548	42,2	19	39,1	567
Gert Sibande	334	25,7	12	26,2	347
Nkangala	418	32,1	17	34,8	434
Mpumalanga	**1 300**	**100**	**48**	**100**	**1 348**

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

According to Table 7.6, about 50 thousand households provincially reported owning at least one bicycle in working order and used this for transport purposes. About forty-thousand households owned between one and three bicycles.

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

District municipality	Type of vehicles(per cent across district municipality within Mpumalanga)						
	Motorcycle	Company car/bakkie/ station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Ehlanzeni	21,4	49,6	33,3	56,7	47,7	48,0	*
Gert Sibande	14,0	19,3	32,0	15,4	31,2	10,8	29,9
Nkangala	64,6	31,1	34,6	28,0	21,1	41,2	70,1
Mpumalanga	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
District municipality	**Type of vehicles owned(per cent within district municipality)**						
	Motorcycle	**Company car/bakkie/ station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relative/friend car/bakkie/ station wagon/4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Ehlanzeni	0,9	21,5	55,8	18,6	2,3	0,9	*
Gert Sibande	0,8	12,0	76,9	7,2	2,2	0,3	0,6
Nkangala	3,2	15,6	67,3	10,6	1,2	0,9	1,2
Mpumalanga	**1,6**	**16,9**	**65,4**	**12,8**	**1,9**	**0,7**	**0,6**

The totals used to calculate percentages excluded unspecified cases.

Table 7.7 provides the vehicle ownership status of households with percentages across Mpumalanga and within each district municipality. Generally, Ehlanzeni had the highest level of ownership or access to all types of vehicle categories except motorcycle, Gert Sibande reported the least. The results show that 30% to 40% of households that own or have access to vehicles of all types (except motorcycle) lived in Ehlanzeni.

Compared to other district municipalities, households in the Gert Sibande (76,9%) and Nkangala (67,3%) were the most likely to own a car/bakkie/station wagon.

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

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

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

	Travel time(per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	67,5	18,7	10,5	3,3	**100,0**
Other shops	28,9	37,4	24,1	9,5	**100,0**
Religious institutions	47,9	29,6	9,9	12,6	**100,0**
Medical service	35,5	39,7	18,4	6,4	**100,0**
Post office	22,9	32,7	17,8	26,6	**100,0**
Welfare office	21,0	34,8	22,4	21,8	**100,0**
Police station	25,7	38,4	22,6	13,2	**100,0**
Municipal office	22,4	38,4	26,2	13,0	**100,0**
Home affairs	17,8	35,5	30,9	15,8	**100,0**
Library	17,1	22,7	14,4	45,8	**100,0**
Tribal authority	21,5	22,3	13,6	42,6	**100,0**
Financial services/banks	25,5	40,2	24,9	9,4	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (67,5%) travelled 15 minutes or less, followed by 18,7% who travelled between 16 and 30 minutes. More than 7 in 10 households lived within 30 minutes' travel time from other shops, religious institutions and medical service facility.

Services for which significant percentages of households have to travel more than an hour include a library (45,8%), tribal authority (42,6%), post office (26,6%) and welfare office (21,8%).

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

Mode	Service/facility (per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	56,4	12,5	58,6	40,1	18,5	15,4	20,9	16,0	9,0	18	29,8	13,2
Train	0,1	*	0,1	*	*	0,0	*	*	*	0,0	*	*
Bus	0,8	1,2	0,3	0,3	0,3	0,3	0,2	0,4	0,6	0,2	0,1	0,5
Taxi	28,8	62,7	14,4	37,7	42,0	51,7	53,3	58,2	64,6	28,3	21,9	64,4
Car/bakkie/minibus	2,3	3,8	3,1	3,7	2,0	2,5	2,4	2,7	3,7	1,0	1,2	3,9
Car/bakkie passenger	10,6	15,0	12,3	14,2	12,7	11,7	13,2	14,0	13,2	7,5	5,5	14,3
Other modes	*	0,4	0,3	0,5	0,5	0,3	0,4	0,2	0,3	1,0	1,0	0,8
Do not need to get there	0,9	3,7	9,0	2,8	21,2	15,7	8,8	7,5	8,1	36,8	35,9	2,5
Cannot get there	0,2	0,8	2,0	0,7	2,7	2,3	0,8	1,1	0,6	7,1	4,5	0,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.9 shows that a significant proportion of households can walk to most of the facilities and services. More than half of Mpumalanga households walked to religious institutions (58,6%), while 56,4% walked to food or grocery shops, and 40,1% walked to a medical service facility. Taxis were the second most used mode of travel to access these facilities and services. More than 6 in 10 of households used a taxi to go to Home Affairs offices (64,6%), while 64,4% travelled by taxi to access financial services/banks and 62,7% travelled by taxi to visit other shops. Taxis were also the main mode of travel to the police station (53,3%) and accessing municipal offices (58,2%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (15,0%), financial services/banks (14,3%) and medical services (14,2%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

7.4 Attitudes and perceptions about transport

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

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

	District municipality(per cent within Mpumalanga)			
Transport-related problems	**Ehlanzeni**	**Gert Sibande**	**Nkangala**	**Mpumalanga**
No transport problems	12,3	6,6	10,1	**10,2**
Poor condition of roads	9,2	15,2	11,2	**11,3**
Rude drivers	1,2	3,2	8,9	**4,3**
Overload	0,7	1,4	3,9	**2,0**
Congestion	0,2	0,3	0,8	**0,4**
Crime	1,2	8,7	0,8	**2,9**
Toll fees	0,1	0,3	0,3	**0,2**
Parking	0,1	0,1	0,0	**0,1**
Other	1,8	3,5	3,3	**2,7**
Taxi				
Taxis too expensive	5,4	21,9	6,9	**9,9**
Reckless driving by taxi drivers	1,3	3,4	7,7	**4,0**
No taxis at specific times	6,8	6,0	4,6	**5,9**
Taxis too far	6,0	5,2	3,9	**5,1**
No taxis available	2,1	4,0	1,4	**2,3**
Bus				
No buses available	8,8	12,3	11,0	**10,4**
No buses at specific times	22,0	2,3	7,3	**12,2**
Buses too far	9,1	0,3	3,1	**4,9**
Buses too expensive	3,4	2,9	2,0	**2,8**
Reckless driving by bus drivers	0,5	0,4	3,9	**1,7**
Train				
No trains available	6,6	0,8	5,4	**4,8**
Trains are not available	0,4	0,3	0,6	**0,4**
Trains too far	0,6	*	1,7	**0,8**
No trains at specific times	0,1	0,7	0,7	**0,5**
Trains too expensive	*	0,0	0,4	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.10 presents the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two transport problems in their responses. During analysis, all problems mentioned were combined into one dataset and the percentages in the table above were calculated using the total number of problems mentioned as the divisor. About ten per cent (10,2%) of households indicated that they had no transport-related problems. The most prevalent problem mentioned provincially was the poor condition of roads (11,3%). District municipalities with the most complaints about the condition of roads were Gert Sibande (15,2%) and Nkangala (11,2%).

Provincially, about 12 per cent (12,2%) of households identified unavailability of buses at specific times as their main transport-related problem. Ehlanzeni (22,0%) had the highest percentage of households that mentioned this particular problem. Provincially, almost ten per cent (9,9%) of households indicated that taxis were too expensive. Proportionally, households in Gert Sibande (21,9%) were more likely to be concerned about the cost of travel by taxi. About four per cent (4,0%) of households considered reckless driving by taxi drivers as one of their transport related problems.

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

Factors influencing households choice of mode of travel	District municipality (per cent within district municipality)			
	Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Travel cost	24,1	44,2	44,6	**35,9**
Reliability	34,5	15,1	6,4	**20,5**
Travel time	10,9	24,3	20,5	**17,5**
Flexibility	16,7	6,6	6,7	**10,9**
Comfort	5,6	3,0	7,7	**5,6**
Distance from home to transport/accessibility	4,2	2,5	3,2	**3,4**
Safety from accidents	1,8	1,6	3,3	**2,2**
Drivers attitude	0,2	0,7	4,1	**1,6**
Other	0,6	0,8	2,7	**1,3**
Security from crime	0,4	1,1	0,8	**0,7**
Timetable not available/information inaccurate	1,1	0,1	*	**0,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/ information not accurate

Provincially, as indicated in Table 7.11, about 36% (35,9%) of households identified travel costs as the biggest determinant of modal choice, while reliability was important to 20,5% of households. Travel time was mentioned by 17,5% and flexibility by 10,9% of households.

Almost all three district municipalities mentioned travel cost as their biggest factor influencing their choice of travel mode, followed by travel time. The pattern was different in Ehlanzeni where reliability (34,5%) was mentioned by more households than travel costs (24,1%). In Ehlanzeni, 34,5% of the households mentioned reliability as more important than travel time (10,9%) and travel cost (24,1%).

Across all district municipalities more households found that comfort was a more important factor than distance from home to transport. Nearly equal percentages of Nkangala households mentioned safety from accidents and distance from home to transport as important factors (3,3% and 3,2% respectively). Drivers attitude was considered important in Nkangala (4,1%).

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

District municipality	Factors prioritised	% of households within the district municipality
Ehlanzeni	Reliability	34,5
	Travel cost	24,1
	Flexibility	16,7
Gert Sibande	Travel cost	44,2
	Travel time	24,3
	Reliability	15,1
Nkangala	Travel cost	44,6
	Travel time	20,5
	Comfort	7,7
Mpumalanga	Travel cost	35,9
	Reliability	20,5
	Travel time	17,5
Geographic location		
Urban	Travel cost	37,5
	Travel time	23,7
	Reliability	11,5
Rural	Travel cost	34,6
	Reliability	27,6
	Flexibility	13,2

The totals used to calculate percentages excluded unspecified cases.

Table 7.12 summarises the factors influencing modal choice as prioritised per district municipality and geographic location. Travel cost was the highest provincial priority (37,9%), followed by reliability (20,5%) and

ravel time (17,5%). Even though reliability was considered amongst the top three provincial important factors, in Ehlanzeni (16,7%) it was replaced by flexibility.

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

Figure 7.4: Most important factors influencing household's choice of mode of travel, 2013 and 2020

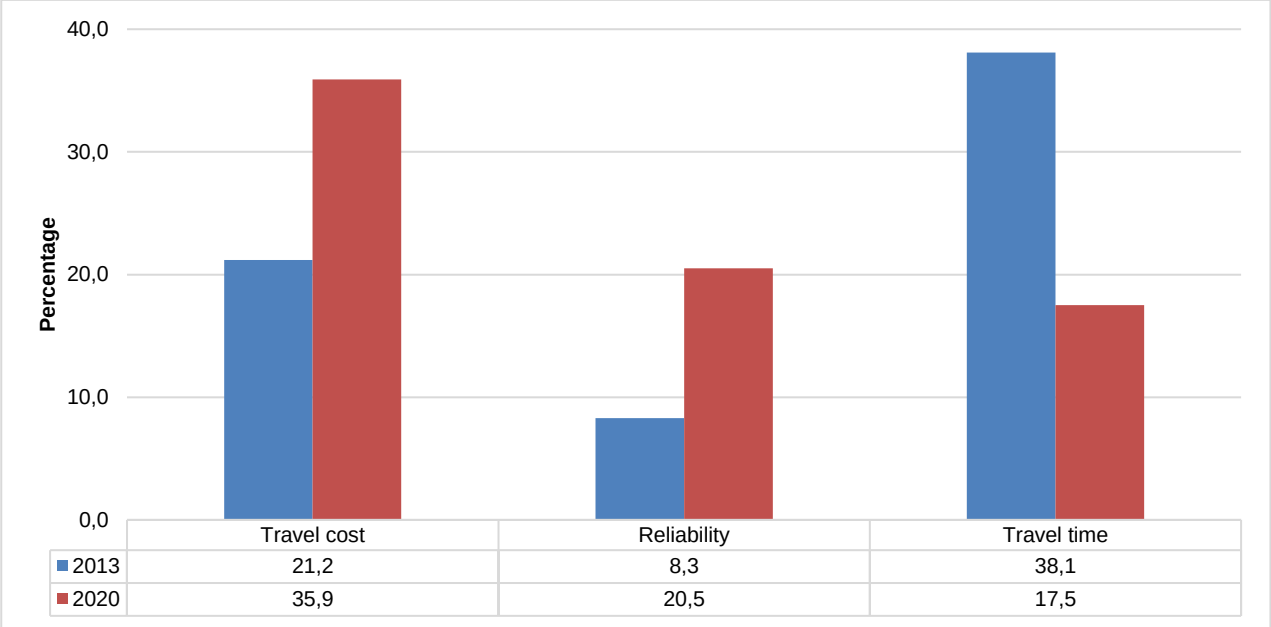


Figure 7.4 shows that travel cost, reliability and travel time remain the top three factors influencing the household's travel mode of choice. In 2013, about 38% (38,1%) of households identified travel time as the biggest determinant of modal choice, followed by travel cost (21,2%) and reliability (8,3%). In 2020, travel cost surpassed travel time as a provincial priority (35,9%), while travel time was important to 17,5% of households and reliability was mentioned by 20,5% of households.

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

	District municipality (per cent within district municipality)			
Main mode	**Ehlanzeni**	**Gert Sibande**	**Nkangala**	**Mpumalanga**
Taxi	61,4	65,4	63,2	**63,0**
Bus	25,0	5,3	14,5	**16,5**
Car/truck driver	10,8	17,7	11,9	**12,9**
Car/truck passenger	1,3	5,0	5,3	**3,5**
Walking	1,0	6,0	4,4	**3,4**
Train	0,4	0,4	0,6	**0,5**
Other	0,1	0,1	0,2	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**

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

Provincially, the three main modes of travel used by households were taxis (63,0%), bus (16,5%) and private vehicle as the driver (12,9%). Slightly more than 65 per cent of households in Gert Sibande (65,4%) tended to record higher percentages of households who indicated they used taxis as their main transport mode, followed by Nkangala (63,2%). Travelling as a driver of a private vehicle was predominant in Gert Sibande (17,7%) while travelling as a passenger of a private vehicle was predominant in Nkangala (11,9%).

Figure 7.5: Main mode of travel usually used by households by district municipality, 2013 and 2020

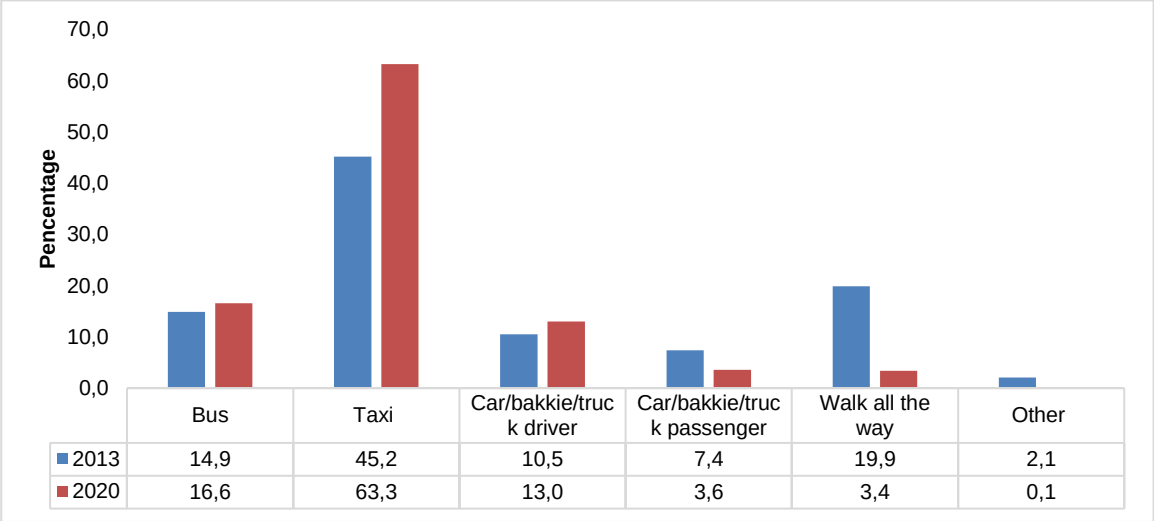


Figure 7.5 compares the main modes of travel usually used by households between 2013 and 2020. More households selected a taxi as their usual mode of travel in 2020 (63,3%) than in 2013 (45,2%), followed by 16,6% in 2020 of households who usually used buses as opposed to 14,9% in 2013. There was a significant decrease amongst those who walked all the way (from 19,9% in 2013 to 3,4% in 2020). In 2020, only 3,6% of households selected travelling by car/truck as passengers as their usual mode of travel compared to 7,4% in 2013.

7.5 Household use of public transport at a glance

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

District municipality	Statistics (numbers in thousands)	Mode of travel (per cent within district municipality)	
		Taxi	Bus
Ehlanzeni	Number	427	160
	Per cent	72,7	27,3
Gert Sibande	Number	203	27
	Per cent	88,2	11,8
Nkangala	Number	358	120
	Per cent	74,8	25,2
Mpumalanga	**Number**	**988**	**308**
	Per cent	**76,3**	**23,7**
Geographic region			
Urban	Number	396	62
	Per cent	86,5	13,5
Rural	Number	592	246
	Per cent	70,7	29,3

The totals used to calculate percentages excluded unspecified cases.

Table 7.14 presents the use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. In 2020, more than three out of four households in Mpumalanga used taxis (76,3%) while 23,7% of households who used buses. Households in Gert Sibande (88,2%) had the highest percentage of taxi usage as their mode of travel. More than 25 per cent of households in Ehlanzeni (27,3%) and Nkangala (25,2%) indicated that they used buses as their mode of travel.

In urban and rural areas, the same pattern emerges: taxis were the most common mode of transport. Rural areas were more likely to use buses (29,3%) than in urban areas (13,5%).

7.6 Use of minibus taxis

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

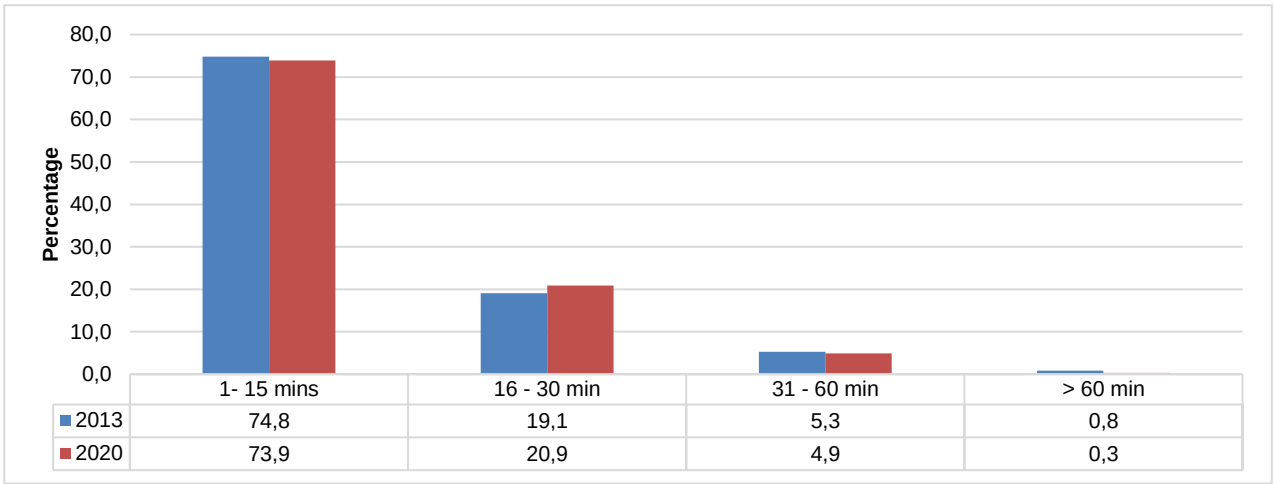
District municipality	Time category (per cent within district municipality)				Total
	1–15 min	16–30 min	31–60 min	>60 min	
Ehlanzeni	74,9	21,6	3,5	0,1	**100,0**
Gert Sibande	70,0	22,6	6,8	0,6	**100,0**
Nkangala	75,4	18,8	5,5	0,3	**100,0**
Mpumalanga	**73,9**	**20,9**	**4,9**	**0,3**	**100,0**
Geographic region					
Urban	78,8	14,6	6,3	0,2	**100,0**
Rural	70,5	25,3	3,9	0,3	**100,0**

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

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. Nationally, most households walked for fifteen minutes or less to their nearest taxi rank/route (73,9%). A further 20,9% of households walked 16–30 minutes and 4,9% walked between 31 and 60 minutes. Less than one per cent of the households walked more than an hour.

Of the households who walked up to fifteen minutes to the taxi rank/route, Nkangala had the highest proportion with 75,4%, followed by Ehlanzeni (74,9%). Gert Sibande had the highest proportion of households that walked between 16 and 30 minutes, with 22,6%. Gert Sibande also recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route.

Figure 7.6: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020



Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2020, most households walked for fifteen minutes or less to their nearest taxi rank/route (73,9%). A further 20,9% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank decreased from 74,8% in 2013 to 73,9% in 2020, while the proportion of households who had to walk 60 minutes or more decreased slightly from 0,8% in 2013 to 0,3% in 2020.

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

Year	Percentage of non-users	District municipality(per cent within province, all reasons combined)			
		Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
2013	Not available	6,3	22,8	12,0	**14,2**
	Prefer bus	9,1	2,8	1,2	**4,1**
	Prefer private transport	29,7	40,6	38,9	**36,8**
	Can walk	14,4	6,8	9,7	**10,1**
	Don't travel much	16,0	5,1	10,3	**10,1**
	Reason relating to service attributes	23,9	19,5	25,8	**23,0**
	Other	0,6	2,4	2,1	**1,8**
	Total	**100**	**100**	**100**	**100**
2020	Not available	3,4	11,8	24,8	**10,7**
	Prefer bus	11,3	0,5	0,3	**5,1**
	Prefer private transport	23	13,4	33,3	**21,4**
	Can walk	25,8	15,9	15,2	**20**
	Don't travel much	3,6	21,8	6,2	**10,9**
	Reasons relating to service attributes	29,2	31,9	15,0	**27,5**
	Other reasons	3,7	4,6	5,2	**4,3**
	Total	**100,0**	**100,0**	**100,0**	**100,0**

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

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

Most district municipalities followed the national trends where persons indicated preferring private transport and reasons related to service attributes as their main reasons for not using minibus taxis. In Gert Sibande, most people indicated 'prefer private transport' (40,6%) as the main reason in 2013; however, in 2020, reasons related to service attributes were the main reason indicated (31,9%). Ehlanzeni had the highest proportion of households who cited can walk' in 2013 and 2020 at 14,4% and 25,8%, respectively.

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

Indicator	Statistics (numbers in thousands)	District municipality (per cent within district municipality)			
		Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
Not available	Number	8	25	27	**61**
	Per cent	3,4	11,8	24,8	**10,7**
Prefer train	Number	*	*	*	*****
	Per cent	*	0,1	*	**0,0**
Prefer bus	Number	28	*	*	**29**
	Per cent	11,3	0,5	0,3	**5,1**
Prefer private transport	Number	57	29	37	**122**
	Per cent	23	13,4	33,3	**21,4**
Can walk	Number	64	34	17	**115**
	Per cent	25,8	15,9	15,2	**20,0**
Don't travel much	Number	9	47	7	**62**
	Per cent	3,6	21,8	6,2	**10,9**
Reasons relating to service attributes	Number	72	69	16	**157**
	Per cent	29,2	31,9	15	**27,5**
Other	Number	9	10	6	**25**
	Per cent	3,7	4,6	5,2	**4,3**
Total	**Number**	**248**	**215**	**110**	**572**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**

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

Reasons relating to service attributes (27,5%) was the most cited reason for not using minibus taxis in the calendar month preceding the survey, followed by preference of private transport (21,4%) and can walk (20,0%). The district municipality with the highest proportion of households who mentioned preferring private transport was Nkangala (33,3%). Preferring to travel by train was the least reason to be indicated as a reason for not using minibus taxis.

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

Attributes of the minibus taxi service	District municipality (per cent across district municipality)			Total
	Ehlanzeni	Gert Sibande	Nkangala	
2013				
The distance between the taxi rank/route and your home	46,7	14,1	39,2	**100,0**
The travel time by taxi	26,8	22,4	50,8	**100,0**
Security on the walk to/from the taxi rank	28,5	22,7	48,8	**100,0**
Security at the taxi rank	24,1	18,9	57,0	**100,0**
Security on the taxis	27,1	18,7	54,2	**100,0**
The level of crowding in the taxis	36,9	21,6	41,5	**100,0**
Safety from accident	27,7	21,1	51,2	**100,0**
The frequency of taxi during peak period	31,4	17,9	50,7	**100,0**
The frequency of taxi during off-peak period	32,9	22,5	44,6	**100,0**
The waiting time for taxi	30,7	27,1	42,3	**100,0**
The taxi fare	36,3	23,0	40,8	**100,0**
The facilities at the taxi rank, e.g. shelters	22,1	34,9	43,0	**100,0**
Roadworthiness of taxis	29,8	25,4	44,8	**100,0**
Behaviour of the taxi drivers towards passengers	26,9	23,1	50,0	**100,0**
The taxi service overall	21,3	23,7	55,0	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality)**			**Total**
	Ehlanzeni	**Gert Sibande**	**Nkangala**	
2020				
The facilities at the taxi rank, e.g. shelters	15,9	56,0	40,3	**33,9**
The waiting time for taxi	20,8	39,2	35,4	**30,1**
The taxi fare	23,6	33,2	31,7	**28,7**
Security on the walk to/from the taxi rank	18,2	29,2	36,2	**26,8**
Roadworthiness of taxis	17,1	31,1	32,6	**25,6**
The frequency of taxi during off-peak period	19,2	28,1	30,4	**25,1**
Behaviour of the taxi drivers towards passengers	15,4	29,1	33,3	**24,6**
The distance between the taxi rank/route and your home	26,6	16,9	27,7	**24,5**
Safety from accident	15,5	25,9	33,8	**24**
The frequency of taxi during peak period	16,8	20,3	31,3	**22,4**
Security at the taxi rank	12,4	17,9	33,4	**20,6**
The taxi service overall	9,4	23,8	30,5	**19,9**
The travel time by taxi	11,1	21,1	27,3	**18,9**
The level of crowding in the taxis	16,2	19,6	19,6	**18,1**
Security on the taxis	11,3	15,3	25,3	**16,8**

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

Table 7.18 shows the dissatisfaction levels with minibus taxi services by district municipality. Most households were dissatisfied with the facilities at the taxi rank, e.g. shelters (33,9%), waiting time for taxi (30,1%), taxi fare (28,7%) and Security on the walk to/from the taxi rank (26,8%) were the attributes most likely to elicit dissatisfaction amongst users.

The facilities at the taxi rank, e.g. shelters was more prevalent in Gert Sibande (56,0%). Households who were not satisfied with the distance between the taxi rank/route and home were found more in Nkangala (27,7%) followed by Ehlanzeni (26,6%). The roadworthiness of taxis was of most concern in Nkangala (32,6%) and Gert Sibande (31,1%).

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

Attributes of the minibus taxi service	Mpumalanga (per cent within Mpumalanga)	
	2013	2020
Dissatisfaction		
The distance between the taxi rank/route and your home	33,9	24,5
The travel time by taxi	21,8	18,9
Security on the walk to/from the taxi rank	38,9	26,8
Security at the taxi ranks	32,8	20,6
Security on the taxis	27,3	16,8
The level of crowding in the taxis	24,4	18,1
Safety from accidents	40,6	24,0
The frequency of taxis during peak period	29,8	22,4
The frequency of taxis during off-peak period	33,4	25,1
The waiting time for taxis	39,9	30,1
The taxi fares	55,7	28,7
The facilities at the taxi ranks, e.g. toilets, offices	44,4	33,9
Roadworthiness of taxis	34,5	25,6
Behaviour of the taxi drivers towards passengers	45,5	24,6
The taxi service overall	37,0	19,9

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction levels with minibus taxi services between 2013 and 2020. Facilities at the taxi rank and taxi fare remained the highest reason indicated for dissatisfaction with minibus taxi services, while travel time by taxi remained the least between 2013 and 2020. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction decreased from 44,4% in 2013 to 33,9% in 2020, while the proportion of those who indicated taxi fare also decreased significantly by 27,0% between 2013 and 2020. The taxi service overall as a reason for dissatisfaction showed a significant decline of 17,1% between the two years.

7.7 Use of buses

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

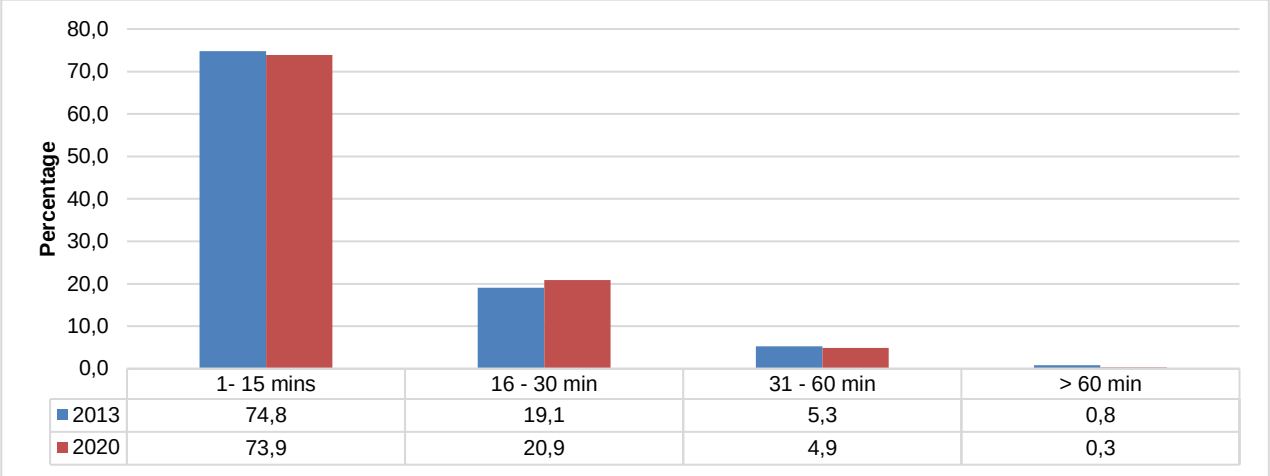
District Municipality	Time is taken to walk to the nearest bus stop/station (per cent within district municipality)			
	1–15 min	16–30 min	31–60 minutes	>60 minutes
Ehlanzeni	74,8	23,0	1,8	0,3
Gert Sibande	89,7	9,5	0,1	0,7
Nkangala	85,2	12,5	1,1	1,2
Mpumalanga	**79,9**	**18,1**	**1,4**	**0,6**

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

Table 7.20 shows the time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey. Provincially, the majority of those who travelled by bus (79,9%) reached their nearest bus station within 15 minutes and 18,1% took 16 to 30 minutes walking to the bus stop, while 1,4% walked took 31 to 45 minutes and only 0,6% of households indicated that they walked more than 45 minutes to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station Gert Sibande (89,7%) and Nkangala (85,2%) were the most significant contributors. Households in Ehlanzeni were more likely than any other district municipality to walk 16 to 30 minutes to the bus station (23,0%), followed by Nkangala (12,5%).

Figure 7.7: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020



	1- 15 mins	16 - 30 min	31 - 60 min	> 60 min
2013	74,8	19,1	5,3	0,8
2020	73,9	20,9	4,9	0,3

Figure 7.7 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between 1 to 15 minutes to the bus stop/station decreased from 74,8% in 2013 to 73,9% in 2020. Those who walked between 16 to 30 minutes increased from 19,1% in 2013 to 20,9% in 2020. A notable decline was observed among those who walked between 31 to 60 minutes (5,3% in 2013 to 4,9% in 2020) and those who walked more than 60 minutes (0,8% in 2013 to 0,3% in 2020).

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

Year	Reasons	District Municipality (per cent within District Municipality, all reasons combined)			
		Ehlanzeni	Gert Sibande	Nkangala	Mpumalanga
2013	Not available	18,2	52,8	50,1	**39,3**
	Prefer train	21,8	10,9	9,6	**14,4**
	Prefer private transport	8,5	12,8	7,4	**9,4**
	Can walk	1,7	0,9	1,3	**1,3**
	Dont travel much	8,8	5,8	6,1	**7,0**
	Reason relating to service attributes	40,7	16,3	25	**28,0**
	Other	0,4	0,4	0,6	**0,5**
	Other	0,8	0,7	0,9	**0,7**
	Total				
2020	Not available	11,1	40,4	34,2	**26,3**
	Prefer taxi	17	7,8	19,3	**15,2**
	Prefer train	0,2	0,1	0,5	**0,2**
	Prefer private transport	8,2	6,9	6,6	**7,3**
	Can walk	10,3	7,3	5,5	**8**
	Don't travel much	2,9	15,2	3,1	**6,3**
	Reasons relating to service attributes	49,5	20,5	29,9	**35,5**
	Other	0,9	1,8	0,9	**1,2**
	Total	**100,0**	**100,0**	**100,0**	**100,0**

Other includes buses too expensive, buses too crowded, buses are always late, ect.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 7.21 summarises the main reasons buses were not used in 2013 and 2020 during the calendar month preceding the survey. In 2013, provincially, non-availability of buses and reasons related to service attributes were the top two main reasons cited for not using buses. The same picture was observed in 2020; provincially, non-availability of buses and reasons related to service attributes remained the top two main reasons cited for not using buses.

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

Attributes of the bus service	District municipality (per cent within district municipality)			Total
	Ehlanzeni	Gert Sibande	Nkangala	
Dissatisfaction				
The distance between the bus stop and your home	51,0	3,9	45,0	**100,0**
The travel time by bus	25,5	6,9	67,5	**100,0**
Security on the walk to/from the bus stop	29,9	7,6	62,5	**100,0**
Security at the bus stop	30,4	8,0	61,6	**100,0**
Security on the buses	31,4	2,9	65,7	**100,0**
The level of crowding in the bus	37,5	2,2	60,2	**100,0**
Safety from accidents	9,5	3,0	87,6	**100,0**
The frequency of buses during peak period	28,1	5,8	66,1	**100,0**
The frequency of buses during off-peak period	27,8	4,4	67,8	**100,0**
The punctuality of buses	22,8	1,2	76,0	**100,0**
The bus fares	34,8	4,0	61,2	**100,0**
The facilities at the bus stop, e.g. toilets, offices	24,3	11,4	64,3	**100,0**
Behaviour of the bus drivers towards passengers	23,1	5,1	71,8	**100,0**
The bus service overall	13,2	1,0	85,8	**100,0**
Availability of information	31,0	6,7	62,3	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**			**Total**
	Ehlanzeni	**Gert Sibande**	**Nkangala**	
The facilities at the bus stop, e.g. toilets, offices	21,4	67,2	78,5	**47,6**
The level of crowding in the bus	32,3	13,4	74,3	**46,7**
Security at the bus stop	20,2	35,8	54,2	**34,7**
Availability of information	21,4	29,9	53,9	**34,7**
Security on the walk to/from the bus stop	19,1	29,9	53,5	**33,3**
Safety from accidents	5,4	13,4	72,2	**31,8**
The frequency of buses during peak period	15,2	20,9	48,9	**28,7**
The frequency of buses during off-peak period	14,7	17,9	50,4	**28,7**
The bus fares	18,6	14,9	40,5	**26,7**
The travel time by bus	9,6	20,9	41,5	**22,9**
The bus service overall	5,4	4,5	50,7	**22,8**
Security on the buses	12,7	10,4	35,9	**21,4**
The punctuality of buses	7,8	3,0	44,4	**21,4**
The distance between the bus stop and your home	18,6	7,5	24,3	**19,8**
Behaviour of the bus drivers towards passengers	7,0	14,9	31,3	**17,1**

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

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Table 7.22 summarises the reasons for dissatisfaction with bus services for those who used it. The facilities at the bus stop, e.g. toilets, offices (47,6%) and the level of crowding in the bus (46,7%). Comparisons between district municipalities indicate that the distance between the bus stop and home was most important in Nkangala (24,3%), followed by Ehlanzeni (18,6%). The level of crowding in the bus were most likely to be problematic in Nkangala (74,3%) and Gert Sibande (13,4%), whilst facilities at the bus stop were an important source of dissatisfaction in Nkangala (78,5%) followed by Gert Sibande (67,2%).

Security at the bus stop was of most concern in Nkangala (54,2%) and Gert Sibande (35,8%). Availability of bus information was of most concern in Nkangala and Gert Sibande at 53,9% and 29,9% respectively.

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

Attributes of the bus service	Mpumalanga (per cent within Mpumalanga) 2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	47,3	47,6
The level of crowding in the bus	55,4	46,7
Security at the bus stop	39,9	34,7
Availability of information	28,0	34,7
Security on the walk to/from the bus stop	41,3	33,3
Safety from accidents	29,9	31,8
The frequency of buses during peak period	32,7	28,7
The frequency of buses during off-peak period	35,5	28,7
The bus fares	29,0	26,7
The travel time by bus	29,6	22,9
The bus service overall	31,0	22,8
Security on the buses	34,1	21,4
The punctuality of buses	28,9	21,4
The distance between the bus stop and your home	30,0	19,8
Behaviour of the bus drivers towards passengers	22,6	17,1

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

Between 2013 and 2020, households were most dissatisfied with the facilities at the bus stop, the level of crowding in the bus and security at the bus stop. The increases were much more notable among those who were dissatisfied with the availability of information on the bus (6,7 percentage points) and safety from accidents (1,9 percentage points).

8. Technical notes

8.1 Survey requirements and design

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

8.2 Sample design

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

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

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

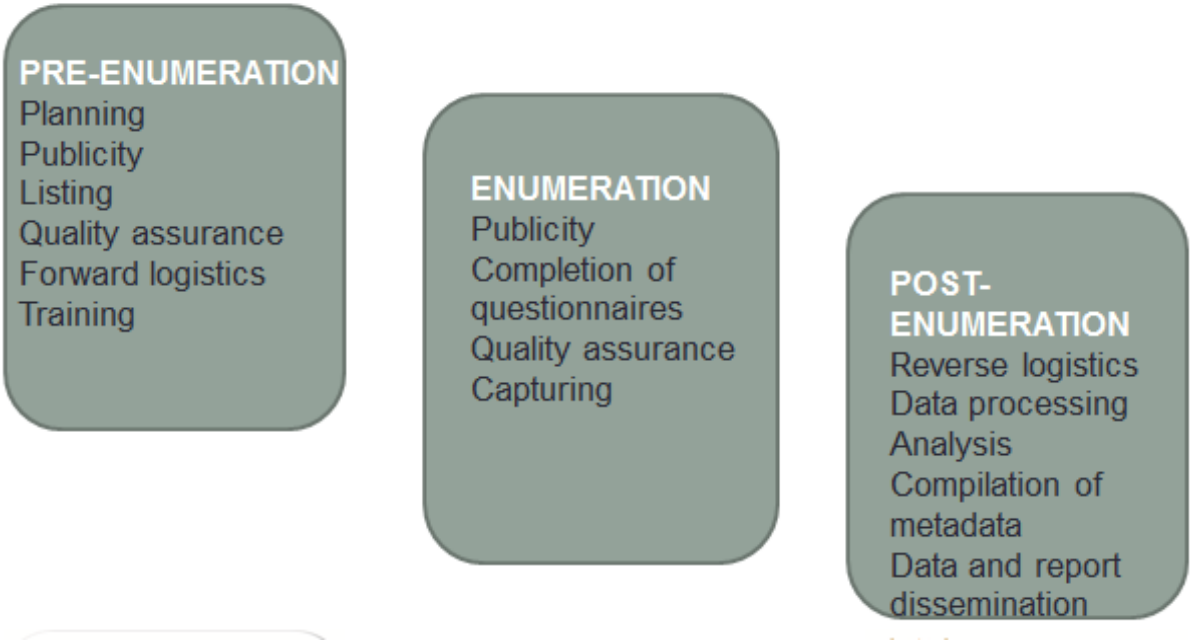
Table 8.1: Sample distribution by province

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

8.3 Data collection

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

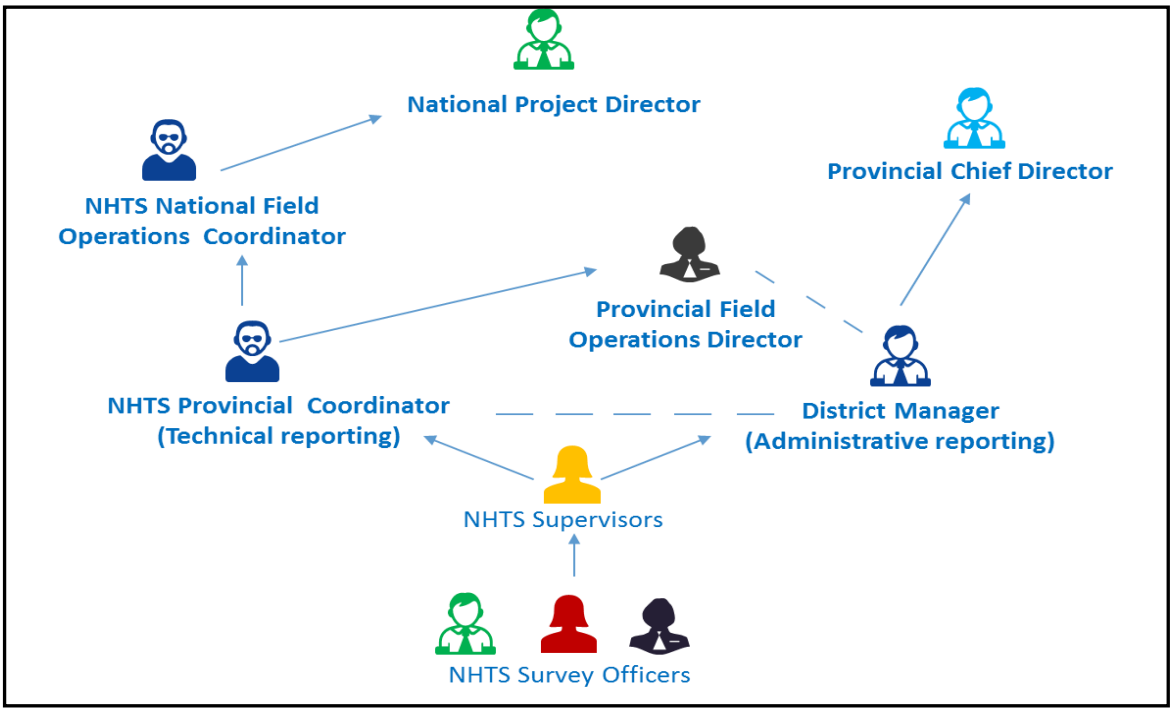
Figure 8.1: Phases of data collection



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

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

Figure 8.2: Functional field operations structure for the NHTS 2020



8.4 Questionnaire

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

Table 8.2: The structure of the NHTS 2020 questionnaire

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

8.5 Response rate

Table 8.3: Response rates per province, NHTS 2020

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

8.6 Editing and imputation

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

8.7 Construction of household and individual sample weights

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

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

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

8.8 Estimation

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

8.9 Limitations of the surveys

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

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

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

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

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

8.10 Comparability with previous surveys

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

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

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

8.11 Glossary

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

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

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

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

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

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

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