National Household Travel Survey
Limpopo profile

LIMPOPO

IMPROVING LIVES THROUGH DATA ECOSYSTEMS

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NHTS Provincial Report
Limpopo Profile
2022

Statistics South Africa

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Statistician General

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Abbreviations

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
CAPI	Computer Assisted Personal Interview
DM	District Municipality
DU	Dwelling unit
EA	Enumeration area
FET	Further Education and Training
FW	Fieldworker
FWC	Fieldwork Coordinator
FWS	Fieldwork Supervisor
GIF	Geographical Information Frame
GPS	Global Positioning System
KPI	Key Performance Indicators
MDB	Municipal Demarcation Board
MTSF	Medium Term Strategic Framework
NDoT	National Department of Transport
PSC	Provincial Survey Coordinator
PSU	Primary sampling unit
QA	Quality Assurer
StatMx	Statistical Macro Extensions
Stats SA	Statistics South Africa
TAZ	Transport Analysis Zone
UIF	Unemployment Insurance Fund
TVET	Technical and Vocational Education and Training

Summary of key findings

Gaining a better understanding of general travel patterns of persons in Limpopo

The majority of persons who undertook trips during the seven days prior to the interview lived in Vhembe, and the least number of persons who undertook trips were recorded in Waterberg. Approximately 83,9% of persons who undertook trips seven days prior to the interview were located in rural and urban areas.

Provincially, females (52,0%) were more likely to undertake trips than males (48,0%); however, the variation was not significant. The age group 26–40 years was more likely to travel, and Waterberg had the highest proportions than any other district municipalities. Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip.

Education and education-related travel

Learners' travel patterns and modes of transport

Learners in rural areas (84,0%) were more likely to attend an educational institution than urban areas (16,0%). Walking all the way was the primary method used by scholars to reach their school (69,9%). This pattern is also true for disabled scholars (76,1%). The results indicate that provincially, the vast majority of learners were attending classes (97,3%) rather than being taught through distance learning (2,6%). Waterberg (5,2%) had the highest percentage of learners who attended distance learning compared to other provinces.

Of the individuals who attended an educational institution, more than two thirds (about 1,5 million) walked all the way, and about 0,3 million learners travelled by taxi to their educational institution. Of those who used private transport were passengers (0,2 million) in cars/trucks rather than drivers (15 000). The results show that most learners in the province walked all the way to their educational institution (76,9%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (10,3%). More than two in five learners (40,4%) who attended an educational institution in all the district municipalities left home between 07:00 and 07:59. A significant percentage of learners (32,9%) left between 06:30 and 06:59.

Those who used public transport experienced long travel times in the morning to access their educational institution - bus users travelled for 54 minutes, and taxi users travelled 46 minutes. As far as travel costs are concerned, provincially, travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners, with a mean of R543, and travelling by car/bakkie/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R233.

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

The majority of the working population worked five days per week. Waterberg (53,2%), Capricorn (63,7%) and Sekhukhune (54,9%) had the highest percentage of workers who worked five days a week. The lowest percentages of workers who worked for five days per week were found in Waterberg (48,5%) and Mopani (48,9%). Workers in urban areas were more likely to work for five days a week compared to rural workers, with about 55,7% of urban workers indicating that they worked five days a week.

There was a slight decrease in the proportion of workers who walked all the way to work in Limpopo between 2013 and 2020. 'Walking all the way' was more likely to occur in Vhembe than anywhere else in the province in 2013 (41,8%) and in 2020 (34,9%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way.

Business trips

Of the 1,3 million workers aged 15 years and older who were interviewed, only 0,2 million indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Vhembe (30,0%), 20,2% were from Capricorn, 19,1% from Mopani and 16,6% were from Sekhukhune. Waterberg (14,2%) contributed the least to the provincial business travel count.

Most (44,5%) business trips were made using a private car or truck as the driver. The second most used travel mode for business trips was taxis at 34,0%. The majority of business trips undertaken by workers were within their district municipalities of residence; however, if business trips were to be taken outside the district municipalities of origin, Capricorn would be the most common business destination.

Other travel patterns

Travel patterns refer to trips other than work, education and business-related trips. Some people travel on a weekly basis, monthly or once in three months. Such trips were categorised as day and/or overnight trips.

Day trips

Vhembe had the highest proportion of persons who undertook day trips at 28,9%, followed by Mopani (22,0%) and Capricorn at 21,0%, while Waterberg (11,2%) had the smallest proportion. Provincially, the most common reasons for taking a day trip were visiting friends/family/ancestral home (36,8%), followed by shopping at 25,4% and religious/cultural/traditional at 7,5%. Travelling by taxi (59,0%) was the main mode of travel used for day trips, followed by travelling by car/bakkie/truck as a passenger and travelling by car/bakkie/truck as a driver at approximately 14%.

Overnight trips

More than 1,5 million respondents indicated that they undertook overnight trips away from their usual place of residence during the preceding twelve months. Capricorn (25,6%) had the highest proportion, followed by Mopani (23,6%), while Waterberg (10,6%) recorded the smallest percentage. Visiting friends/ family/ancestral home (53,9%) was the most common main purpose for undertaking overnight trips, followed by 13,6% of those who said they were travelling to attend a funeral. The majority of the overnight trips were undertaken using taxis (54,4%), followed by those who used a car/bakkie/truck as a passenger as their main mode of overnight travel.

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 (58,5%) travelled 15 minutes or less, followed by 19,8% who travelled between 16 and 30 minutes. More than 6 in 10 households lived within 30 minutes' travel time from religious institutions, medical services and a police station.

Services for which significant percentages of households have to travel more than an hour include a Library (67,0%), tribal authority (28,7%), post office (25,8%) and welfare office (21,9%).

Walking more than 15 minutes to the nearest taxi rank

Of the households who walked up to fifteen minutes to the taxi rank/route, Capricorn had the highest proportion with 86,2%, followed by Vhembe (85,7%). Sekhukhune and Waterberg had the highest proportion of households that walked between 16 and 30 minutes, with 16,1% and 15,7%, respectively. Mopani and Waterberg recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route.

Attitudes and perceptions about transport

The most important problem mentioned provincially was the poor condition of roads (19,9%). Districts with the most complaints about the condition of roads were Vhembe (25,3%), Mopani (25,2%) and Sekhukhune (15,9%).

Provincially, about fourteen per cent (13,6%) of households identified unavailability of buses as their main transport-related problem. Waterberg (23,0%), Sekhukhune (16,4%) and Mopani (14,7%) had the highest percentage of households that mentioned this particular problem. Approximately thirteen per cent (13,2%) of households selected no buses at specific times as their biggest transport problem. Proportionally, households in Mopani (18,4%), Sekhukhune (12,1%), Vhembe and Waterberg (both at 9,8%) were more likely to be concerned about the bus timetable. Almost seven per cent (7,2%) of households indicated that taxis were too expensive, with Sekhukhune (12,7%) and Vhembe (11,1%) being the dominating provinces with this problem.

Reasons for not using minibus taxis in the calendar month preceding the survey

Most districts followed the provincial trends where persons preferred private transport and reasons related to service attributes as their main reasons for not using minibus taxis. In Sekhukhune, most people indicated 'non-availability' (40,1%) as the main reason in 2013; however, in 2020, reasons related to service attributes were indicated (31,6%).

Reasons for not using buses in the calendar month preceding the survey

In 2013, provincially, reasons related to service attributes (35,7%), taxi preference (23,1%) and non-availability of buses (15,9%) were the top three main reasons cited for not using buses. The same picture was observed in 2020 were reasons related to service attributes (35,0%), taxi preference (22,0%) and non-availability of buses (21,5%) remained the top three main reasons cited for not using buses.

Dissatisfaction with taxi, bus, and train services

The proportion of households who indicated facilities at the taxi rank as the reason for not using taxi, bus or train services was 55,4% in 2020, while the proportion of those who indicated taxi fare was 41,6%. The behaviour of the taxi drivers towards passengers was also cited as the cause of dissatisfaction (33,8%).

Households were mostly dissatisfied with the facilities at the bus stop (71,8%), the level of crowding in the bus (46,1%), and the frequency of bus during off-peak period (39,4%).

Factors influencing the household's choice of transport

Travel time (34,6%) and travel costs (29,1%) were the biggest determinants of modal choice. Households in Vhembe (52,2%) and Capricorn (38,1%) cited that travel time influenced their choice of mode of transport, while 53,5% of households in Sekhukhune and 32,5% in Mopani were most concerned about travel costs.

Flexibility as a factor influencing the household's mode of transport was more popular in Capricorn (14,5%) and Waterberg (9,9%). Other factors that influenced households' mode of transport were reliability (9,9%), flexibility (7,5%) and comfort (7,5%).

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

Table 7.6 indicates the ownership of bicycles in Limpopo. Approximately two million households owned at least one bicycle. A large proportion of those households lived in Waterberg (35,5%), Mopani (31,6%) and Capricorn (18,1%). Vhembe (5,6%) had the lowest proportion of households who owned at least one bicycle.

Seven in ten (70,9%) households in the province owned a household car/bakkie, followed by those who had access to a relative's/friend's car/bakkie (10,4%), while only 1,9% had access to a truck. Households with access to a company car/bakkie/station wagon/4x4 accounted for only 9,7%.

Compared to other districts, households in Capricorn (49,8%), Vhembe (19,8%) and Waterberg (14,0%) were most likely to own a household car/bakkie/station wagon/4x4.

To measure the usage of non-motorised transport

Usage of non-motorised transport

The results show that most learners in the province walked all the way to their educational institution because it is nearby/close enough to walk (76,9%). The second most common reason provided was that public transport was too expensive (10,3%). This reason was most likely to be given in rural areas (10,6%). Approximately six per cent (5,8%) of learners indicated that it was their choice to walked all the way to their educational destination.

More than forty per cent (46,4%) said that they cycled all the way to their educational destination because public transport is too expensive, followed by those who cited that it was by choice (10,0%), while 6,0% said that it is nearby/close enough to walk.

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 people usually travel; the frequency of visits to different activities, places or facilities by household members; and the reasons why some individuals did not travel.

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

	Undertook trip				Population ('000)	
	Number ('000)		Percentage of Limpopo			
District Municipality	2013	2020	2013	2020	2013	2020
Capricorn	862	1 092	20,6	21,7	1 229	1 335
Mopani	887	1 079	21,2	21,4	1 146	1 228
Sekhukhune	837	961	20,0	19,1	1 098	1 191
Vhembe	1 045	1 383	25,0	27,4	1 299	1 525
Waterberg	553	525	13,2	10,4	721	732
Limpopo	**4 183**	**5 040**	**100,0**	**100,0**	**5 493**	**6 010**

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

Table 2.1 shows that the number of Limpopo residents who undertook trips seven days prior to the interview increased from 4,2 million in 2013 to 5 million in 2020. Of the 5 million residents who undertook trips seven days prior to the interview in 2020, most persons who undertook trips resided in Vhembe (27,4%), followed by Capricorn (21,7%) and Mopani (21,4%). Residents of Waterberg were the least likely to travel, with only 10,4%. The same picture was also observed in 2013.

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

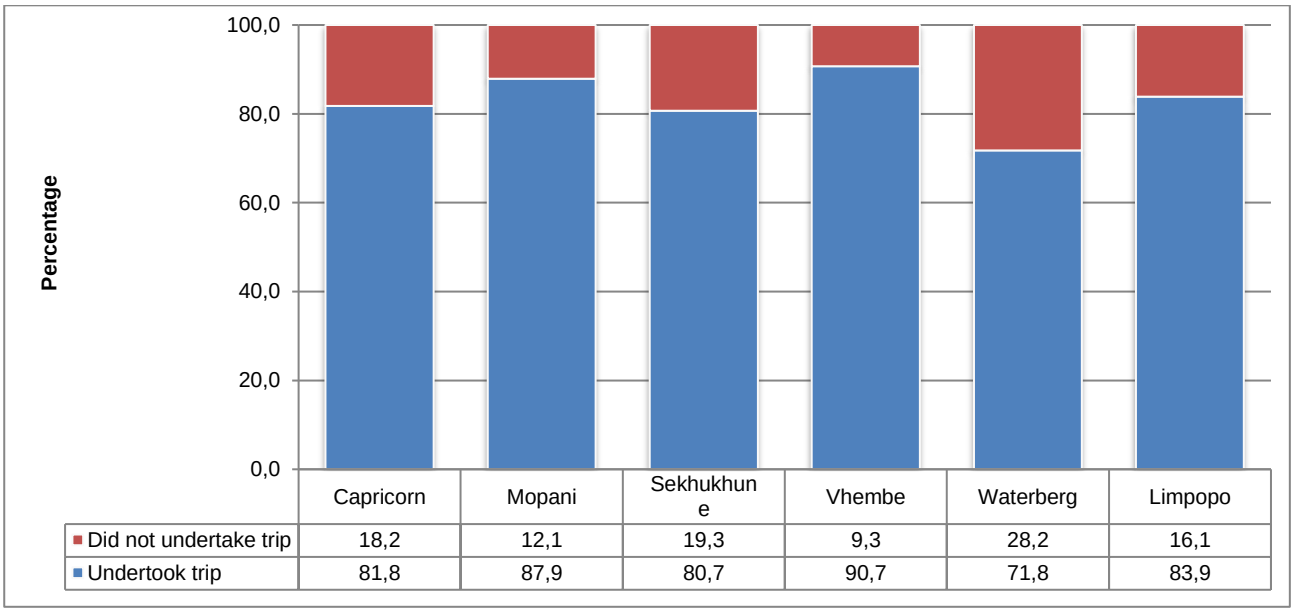
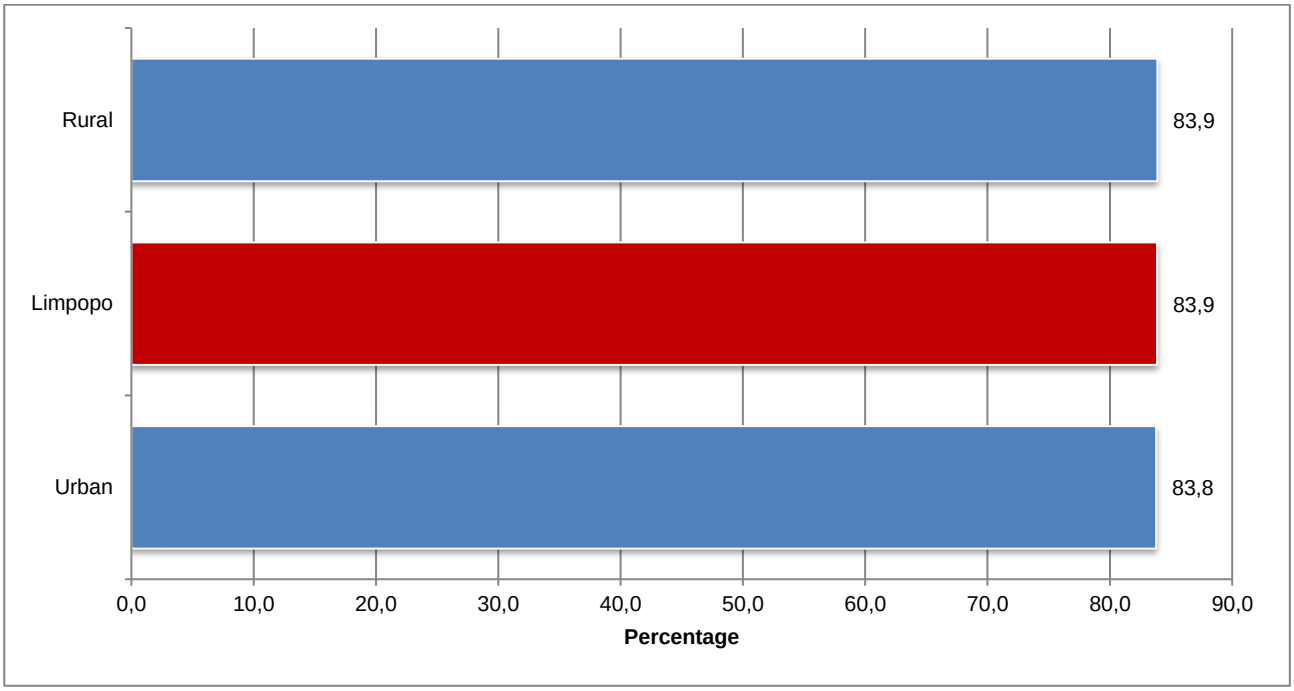


Figure 2.1 shows the percentage of people who undertook trips in the seven days before the interview. A total of 83,9% of persons residing in Limpopo undertook trips in the seven days prior to the interview. When the proportion of travellers within the districts is considered, people from Vhembe were the most likely to travel in the week before their interviews (90,7%). This district municipality is followed by Mopani (87,9%) and Capricorn (81,8%).

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



Percentage calculated within the district municipality.

According to Figure 2.2, both geographic locations had almost similar proportions of people who undertook trips in the seven days prior to the interview. With just a marginal difference of 0,1%, rural areas had the leading percentage of people who undertook trips in the seven days prior to the interview (83,9%) compared to urban areas (83,8%).

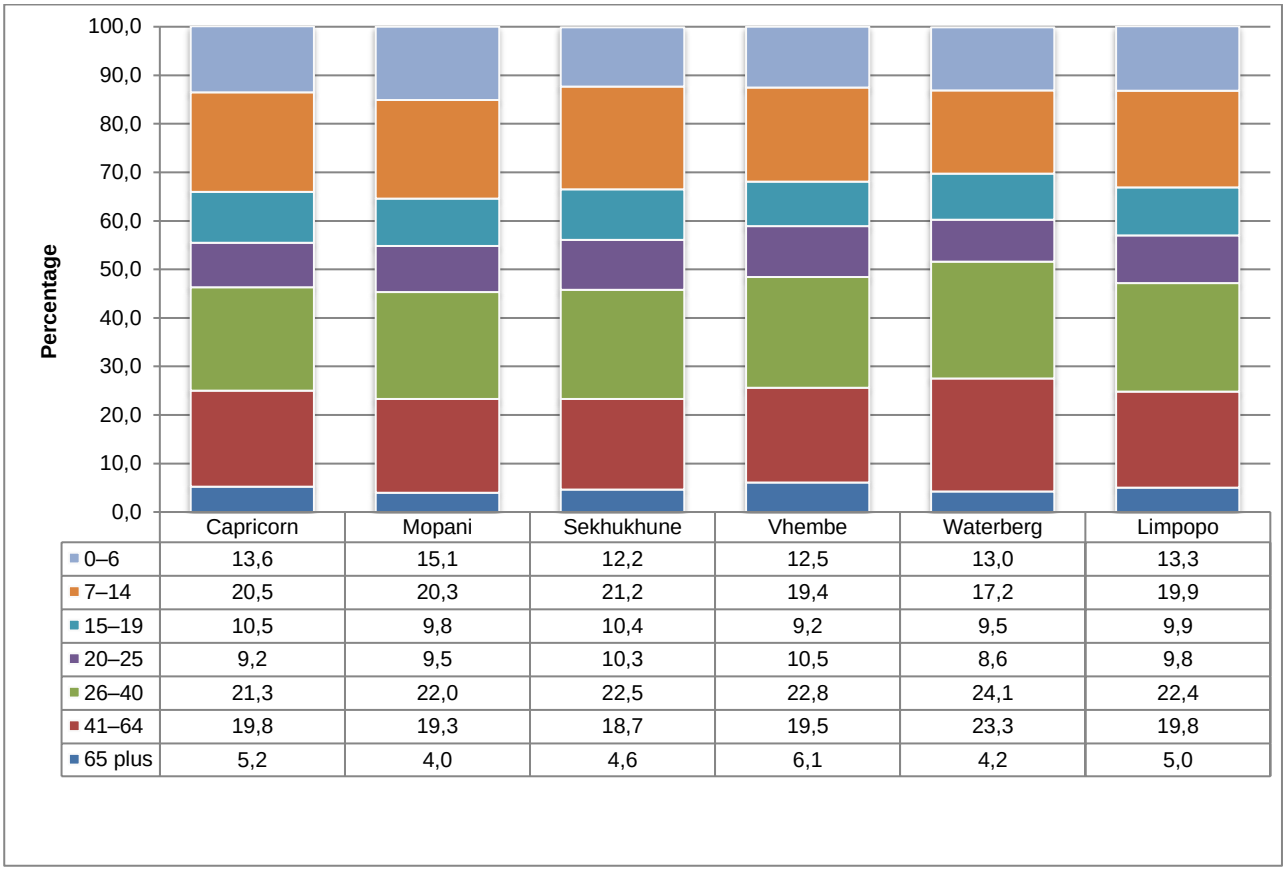
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Capricorn	1 092	514	47,1	578	52,9
Mopani	1 079	531	49,3	548	50,7
Sekhukhune	961	469	48,8	492	51,2
Vhembe	1 383	647	46,8	736	53,2
Waterberg	525	260	49,5	265	50,5
Limpopo	**5 040**	**2 421**	**48,0**	**2 619**	**52,0**

Percentage calculated within the district municipality, within Limpopo.

According to Table 2.2 females (52,0%) were more likely to travel than males (48,0%), Vhembe (53,2%) had the highest proportion of female travellers as compared to male travellers, followed by Capricorn (52,9%) then Sekhukhune (51,2%). Male travellers were less than 50% in all District Municipalities.

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
0–6	13,6	15,1	12,2	12,5	13,0	13,3
7–14	20,5	20,3	21,2	19,4	17,2	19,9
15–19	10,5	9,8	10,4	9,2	9,5	9,9
20–25	9,2	9,5	10,3	10,5	8,6	9,8
26–40	21,3	22,0	22,5	22,8	24,1	22,4
41–64	19,8	19,3	18,7	19,5	23,3	19,8
65 plus	5,2	4,0	4,6	6,1	4,2	5,0

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 municipalities and age group. In Limpopo, persons aged 0–6 years (13,3%) were less likely to travel than those aged 7–14 years (19,9%). Individuals aged 65 years and older were the least likely to travel (5,0%). The age group 26–40 years living in Waterberg 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)	2 257	2 238	2 248	2 217	2 251	1 349	1 475
	Per cent of males	79,6	79,0	79,3	78,3	79,4	47,6	52,1
	Female ('000)	2 263	2 240	2 265	2 220	2 253	1 340	1 709
	Per cent of females	71,2	70,5	71,3	69,9	70,9	42,2	53,8
Age group								
0–2 yrs	Number	143	134	136	133	138	83	119
	Per cent in age group	35,3	33,1	33,6	32,8	34,1	20,5	29,4
3–4 yrs	Number	230	235	230	232	229	80	119
	Per cent in age group	79,3	81,0	79,3	80,0	79,0	27,7	41,0
5–6 yrs	Number	267	268	268	267	267	97	136
	Per cent in age group	98,9	98,9	98,9	98,5	98,9	35,9	50,2
7–14 yrs	Number	1 026	1 026	1 026	1 027	1 024	373	515
	Per cent in age group	99,1	99,1	99,2	99,2	99,0	36,0	49,8
15–19 yrs	Number	493	491	494	489	496	225	248
	Per cent in age group	93,4	93,0	93,7	92,6	93,9	42,6	47,1
20–25 yrs	Number	418	415	414	409	415	299	328
	Per cent in age group	71,1	70,6	70,4	69,6	70,6	50,9	55,8
26–40 yrs	Number	959	948	961	926	954	747	813
	Per cent in age group	71,7	70,8	71,8	69,2	71,3	55,8	60,8
41–54 yrs	Number	574	569	573	568	574	445	481
	Per cent in age group	72,8	72,1	72,7	72,1	72,8	56,5	61,0
55 yrs and older	Number	410	395	411	387	406	339	426
	Per cent in age group	53,4	51,4	53,5	50,4	52,9	44,1	55,5
Total	**Total**	**4 519**	**4 479**	**4 513**	**4 438**	**4 503**	**2 688**	**3 184**
	Per cent of all travellers	**75,2**	**74,5**	**75,1**	**73,8**	**74,9**	**44,7**	**53,0**

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

Table 2.3 summarises the days of the week when people in Limpopo usually travel. Men were more likely to travel during the week than women were. During weekends, 47,6% of males travelled on Saturdays and 52,1% on Sundays. The only day of the week when women were more likely to travel than men was on Sundays, where 53,8% of women travelled compared to only 52,1% of men.

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

Monday (75,2%) has the highest number of travellers in a week followed by Wednesday (75,1%) then Tuesday (74,5%), with Saturday (44,7%) having the least number of travellers followed by Sundays with 53,0%.

[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					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Did not need to travel	Number	87	57	73	11	107	**334**
	Per cent	36,0	38,0	32,1	7,5	51,9	**34,6**
Too old/young to travel	Number	63	40	71	104	38	**316**
	Per cent	25,9	27,2	31,3	73,3	18,6	**32,8**
Financial reasons/too expensive	Number	39	10	23	4	12	**88**
	Per cent	16,1	6,6	10,1	3,1	5,9	**9,1**
No particular reason	Number	10	13	25	3	13	**63**
	Per cent	4,0	8,7	10,9	1,9	6,3	**6,5**
Not well enough to travel/sick	Number	14	12	8	7	11	**52**
	Per cent	5,7	8,0	3,7	5,1	5,2	**5,4**
Taking care of children/sick/ elderly relative	Number	14	6	15	8	7	**50**
	Per cent	5,6	4,0	6,6	6,0	3,5	**5,2**
Disabled: unable to leave the house/transport inaccessible	Number	4	4	5	3	4	**20**
	Per cent	1,7	2,8	2,4	1,9	1,8	**2,1**
Other	Number	12	7	7	2	14	**41**
	Per cent	4,9	4,7	3,0	1,1	6,9	**4,3**
Total	**Number**	**242**	**149**	**227**	**141**	**206**	**965**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.4 highlights the main reasons for not travelling in the seven days prior to the interviews. The most common reasons supplied by respondents was that they did not need to travel (34,6%) because they were too old/young to travel (32,8%), and financial reasons/too expensive (9,1%).

The major reasons cited by persons in Capricorn for not travelling were that they did not need to travel (36,0%), followed by too old/young to travel (25,9%) and financial reasons/too expensive (16,1%). Too old/young to travel (73,3%) was the main reason cited by persons who did not travel in Vhembe, followed by 7,5% who indicated that they did not need to travel.

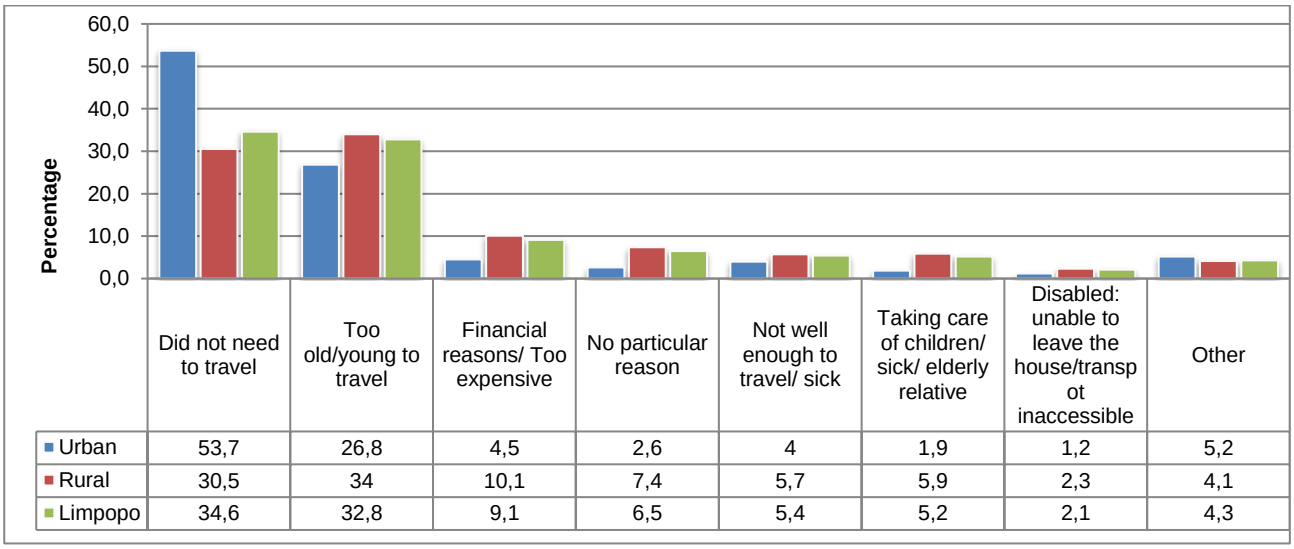
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Limpopo
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	29	4	16	21	42	95	56	71	**334**
	Per cent	10,3	43,6	53,8	68,0	44,2	45,7	50,3	36,4	**34,6**
Too old/young to travel	Number	247	3	8	*	*	*	*	56	**316**
	Per cent	86,3	31,6	25,9	*	*	*	*	28,4	**32,8**
Financial reasons/ Too expensive	Number	1	*	2	2	18	41	16	8	**88**
	Per cent	0,5	3,8	6,6	6,6	19,5	19,5	13,9	4,1	**9,1**
No particular reason	Number	4		1	2	11	23	13	8	**63**
	Per cent	1,5	4,4	3,9	7,4	12,1	11,1	11,3	4,0	**6,5**
Not well enough to travel/sick	Number	1			1	4	9	7	30	**52**
	Per cent	0,4	2,1	1,2	2,0	3,8	4,5	6,5	15,1	**5,4**
Taking care of children/sick/elderly relative	Number	*	*	*	2	9	21	8	10	**50**
	Per cent	*	*	*	5,0	9,2	10,3	7,1	5,3	**5,2**
Disabled: unable to leave the house/ transport inaccessible	Number	*	1	1	*	3	6	3	7	**20**
	Per cent	*	6,0	4,9	*	3,1	2,7	2,6	3,4	**2,1**
Other	Number	3	1	1	*	7	12	9	6	**41**
	Per cent	1,1	8,6	3,7	6,4	7,2	6,0	7,8	3,3	**4,3**
Total	**Number**	**286**	**8**	**29**	**30**	**95**	**208**	**112**	**196**	**965**
	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. The 0–6 year 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 20–25 and 26-40 year old age groups than in other groups. Furthermore, persons aged 55 years and older tended to indicate they did not travel because they were not well enough 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	No particular reason	Not well enough to travel/ sick	Taking care of children/ sick/ elderly relative	Disabled: unable to leave the house/transp ot inaccessible	Other
Urban	53,7	26,8	4,5	2,6	4	1,9	1,2	5,2
Rural	30,5	34	10,1	7,4	5,7	5,9	2,3	4,1
Limpopo	34,6	32,8	9,1	6,5	5,4	5,2	2,1	4,3

More than half (53,7%) 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 34,6%, as shown in Figure 2.4. 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 of trip	Statistics (numbers in thousands)	District municipality					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Educational institution	Number	266	363	398	352	142	**1 521**
	Per cent	25,3	34,9	42,5	25,7	27,7	**31,0**
Usual work place	Number	98	161	171	123	72	**626**
	Per cent	9,3	15,5	18,2	9,0	14,1	**12,7**
Shops	Number	229	135	93	355	170	**983**
	Per cent	21,8	13,0	10,0	26,0	33,2	**20,0**
Religious institutions	Number	273	164	85	375	37	**933**
	Per cent	26,0	15,7	9,0	27,4	7,1	**19,0**
Visiting friends/ relatives	Number	36	121	66	70	44	**337**
	Per cent	3,4	11,6	7,1	5,1	8,5	**6,9**
Looking for work	Number	31	13	53	41	9	**147**
	Per cent	3,0	1,3	5,6	3,0	1,8	**3,0**
Medical services	Number	17	21	33	23	9	**103**
	Per cent	1,6	2,0	3,5	1,7	1,8	**2,1**
Taking children to school	Number	10	7	9	3	9	**38**
	Per cent	0,9	0,7	1,0	0,2	1,7	**0,8**
Holiday/leisure	Number	57	1	*	*	5	**65**
	Per cent	5,4	0,1	*	*	0,9	**1,3**
Welfare offices	Number	7	2	*	*	2	**16**
	Per cent	0,6	0,2	*	*	0,4	**0,3**
Other (specify)	Number	27	52	26	21	14	**140**
	Per cent	2,6	5,0	2,7	1,5	2,7	**2,8**
Total	**Number**	**1 051**	**1 042**	**937**	**1 366**	**512**	**4 908**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.6 shows the main purpose of travelling by household members in the seven days preceding the survey period, by province. Provincially, travelling to an educational institution was the primary purpose of undertaking a trip by household members. Sekhukhune (42,5%) and Mopani (34,9%) 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 shops were the second most common purpose for household members to travel. These trips were most predominated in Waterberg (33,2%), Vhembe (26,0%), and Capricorn (21,8%). Also, these proportions were much higher than the provincial proportion of 20,0%. The third most common purpose of the household members to travel was the religious institutions (19,0%).

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

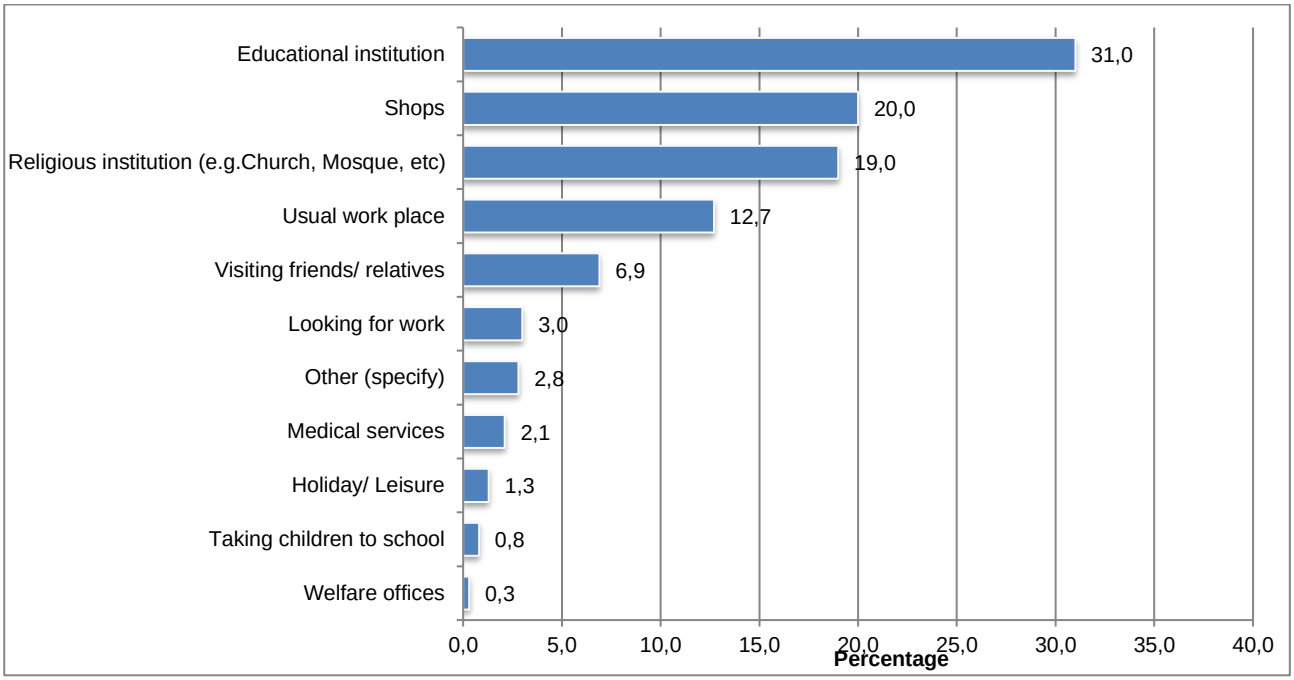


Figure 2.5 shows that, provincially, the main purposes of travelling were going to an educational institution, visiting the shops, attending a religious institution or travelling to work. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for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

Table 2.7: Percentage of trips undertaken by household on a specific chosen travel day by geographic location, 2020

Geographic location	Number of persons who completed the question ('000)	Number of trips undertook (percentage of household members within geographic location)			Total
		1 trip	2 trips	3 trips and more	
Urban	857	40,5	28,6	30,9	**100,0**
Rural	4 051	60,8	23,0	16,2	**100,0**
Limpopo	**4 908**	**57,2**	**24,0**	**18,8**	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

The NHTS 2020 aimed not to collect information related to household or person travel demand modelling. Notwithstanding, a question was asked to respondents on the number of trips undertaken by household members on a specific travel day. This question estimates the number of trips undertaken by household members during a typical day in a week. A 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 (57,2%) of Limpopo persons undertook one trip on a travel day, followed by those who undertook two trips (24,0%) and those who undertook three trips (18,8%). The highest proportion of individuals who undertook one trip was located in rural areas (60,8%). Persons in urban areas were most likely to undertake over three trips (30,9%) a day. This percentage is much higher than the provincial proportion of 18,8%.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Public transport	Bus	Number	41	34	28	94	20	**217**
		Per cent	3,9	3,3	3,0	6,9	3,9	**4,4**
	Taxi	Number	304	220	278	334	104	**1 240**
		Per cent	29,0	21,1	29,6	24,4	20,4	**25,3**
Private transport	Car/truck driver	Number	91	63	62	73	84	**373**
		Per cent	8,7	6,0	6,6	5,4	16,3	**7,6**
	Car/truck passenger	Number	100	75	59	98	48	**380**
		Per cent	9,5	7,2	6,3	7,2	9,3	**7,7**
Walking all the way		Number	506	636	509	762	252	**2 664**
		Per cent	48,1	61,0	54,3	55,8	49,1	**54,3**
Other		Number	8	13	2	4	5	**32**
		Per cent	0,8	1,3	0,2	0,3	1,0	**0,7**
Total		**Number**	**1 051**	**1 042**	**937**	**1 366**	**512**	**4 908**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals exclude unspecified cases

Table 2.8 indicates that in Limpopo, 'walking all the way' was the main mode of travel used by household members to reach their destination. From 4,9 million Limpopo residents who undertook a trip seven days prior to the survey, about 2,7 million walked all the way to their destination, followed by 1,2 million individuals who made use of a taxi and almost 0,4 million who used a car/truck as a passenger.

2.2 Summary

The majority of persons who undertook trips during the seven days prior to the interview lived in Vhembe, and the least number of persons who undertook trips were recorded in Waterberg. Approximately 83,9% of persons who undertook trips seven days prior to the interview were located in rural and urban areas.

Provincially, females (52,0%) were more likely to undertake trips than males (48,0%); however, the variation was not significant. The age group 26–40 years was more likely to travel, and Waterberg had the highest proportions than any other district municipalities. Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip.

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

3. Education and education-related travel patterns

3.1 Introduction

People travel from their usual place of residence to attend an educational institution. Some educational institutions are situated in districts other than the district 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					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Type of institution							
Pre-school	Number	62	62	42	58	16	**241**
	Per cent	12,2	12,7	10,0	9,8	7,8	**10,8**
School	Number	402	398	368	475	181	**1 824**
	Per cent	79,0	81,6	86,4	79,8	85,4	**81,8**
ABET and literacy classes	Number	*	*	2	4	*	**8**
	Per cent	*	*	0,4	0,6	*	**0,4**
Higher educational institution	Number	26	10	5	24	4	**70**
	Per cent	5,1	2,1	1,3	4,1	1,9	**3,2**
FET & other colleges	Number	17	15	7	33	9	**80**
	Per cent	3,3	3,0	1,7	5,5	4,4	**3,6**
Other	Number	1	2	1	2		**6**
	Per cent	0,2	0,4	0,3	0,3	0,2	**0,3**
Total	**Number**	**508**	**488**	**425**	**596**	**212**	**2 230**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Urban	Number	133	34	17	77	95	**356**
	Per cent	26,2	7,0	3,9	13,0	44,8	**16,0**
Rural	Number	375	454	409	518	117	**1 874**
	Per cent	73,8	93,0	96,1	87,0	55,2	**84,0**
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	100	82	96	93	40	**410**
	Per cent	19,6	16,8	22,5	15,6	18,7	**18,4**
Quintile 2	Number	110	104	104	125	52	**496**
	Per cent	21,7	21,4	24,5	21,0	24,6	**22,2**
Quintile 3	Number	85	97	82	91	38	**392**
	Per cent	16,7	20,0	19,2	15,2	17,8	**17,6**
Quintile 4	Number	94	97	65	129	27	**412**
	Per cent	18,6	19,9	15,2	21,6	12,7	**18,5**
Quintile 5 (highest income quintile)	Number	119	107	79	158	56	**519**
	Per cent	23,4	22,0	18,7	26,5	26,2	**23,3**

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

Table 3.1 indicates the number and percentages of people attending an educational institution, type of educational institution attended, geographic location, and household income quintiles by district municipality. The results show that most learners in the province attended school (81,8%), followed by those who attended pre-school (10,8%). Higher educational institutions were attended by 3,2% of all learners.

The majority of learners attending an educational institution resided in rural areas (84,0%), and the remaining 16,0% resided in urban areas. The table further shows that persons in the highest income quintile were more likely to attend an educational institution. In terms of district municipalities, Capricorn (5,1%) and Vhembe (4,1%) showed a higher proportion of learners attending higher educational institutions than other district municipalities.

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						Limpopo
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status								
Scholars	Number	85	218	6	133	1 301	17	**1 760**
	Per cent	4,8	12,4	0,3	7,6	73,9	1,0	**100,0**
Disabled scholars	Number	4	10	*	7	72	*	**94**
	Per cent	4,3	10,5	*	7,5	76,1	*	**100,0**
Geographic location								
Urban	Number	22	60	4	31	127	7	**250**
	Per cent	8,6	24,1	1,7	12,2	50,6	2,7	**100,0**
Rural	Number	63	157	*	103	1 175	10	**1 510**
	Per cent	4,2	10,4	*	6,8	77,8	0,7	**100,0**
Household income quintiles								
Quintile 1 (lowest income quintile)	Number	13	36	3	32	219	5	**309**
	Per cent	4,3	11,7	1,1	10,2	71,0	1,7	**100,0**
Quintile 2	Number	17	34	*	23	322	3	**400**
	Per cent	4,2	8,6	*	5,7	80,5	0,7	**100,0**
Quintile 3	Number	14	29	*	15	251	*	**312**
	Per cent	4,5	9,3	*	4,8	80,6	*	**100,0**
Quintile 4	Number	10	36	*	20	262	*	**329**
	Per cent	2,9	10,8	*	6,0	79,5	*	**100,0**
Quintile 5 (highest income quintile)	Number	31	83	*	44	247	4	**411**
	Per cent	7,6	20,2	*	10,8	60,2	1,0	**100,0**

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

Table 3.2 illustrates the main mode of travel used by scholars to get to school. In Limpopo, 'walking all the way' was the primary method used by scholars to reach their school (73,9%). This is also true for disabled scholars (76,1%). Taxis (12,4%) was the second most used mode of travel by scholars, followed by car/truck passenger (7,6%).

Irrespective of their geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 77,8% in rural areas and 50,6% in Urban areas. Taxis and car/truck passengers were the second and third most commonly used modes of travel by scholars in both geographic locations.

In terms of the household income quintile categories, most households walked all the way to their educational institution. However, those households within the highest income quintile also had the highest proportion of schoolers who selected taxi (20,2%) and being a passenger in a car/truck (10,8%) as their preferred mode of travel other income quintiles.

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

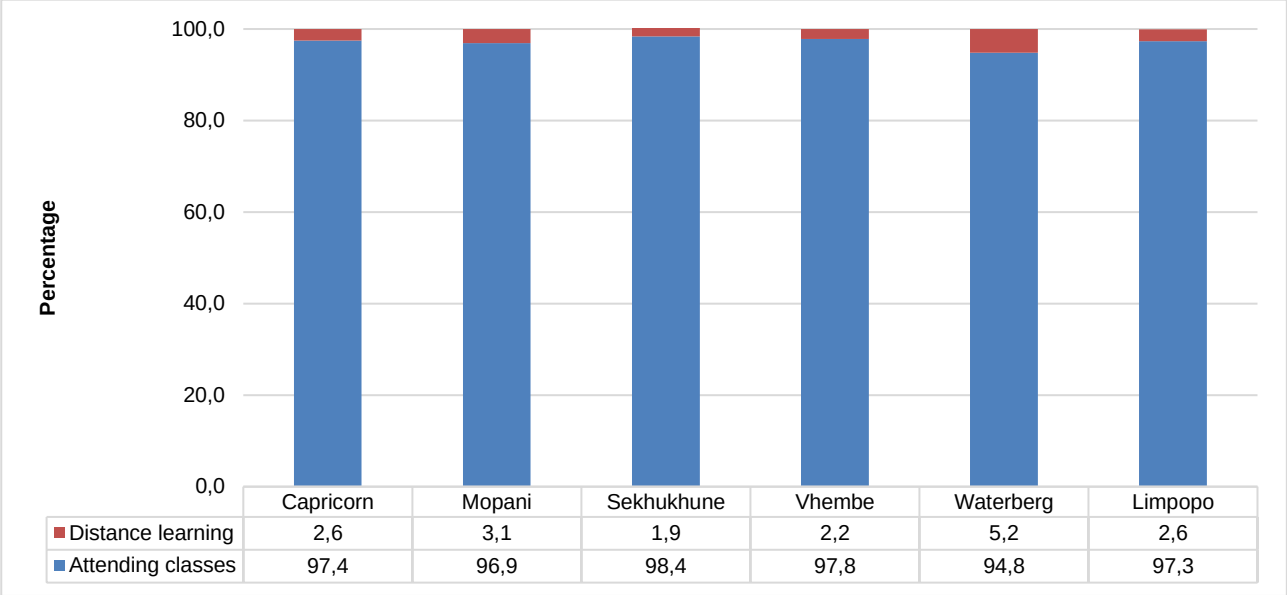
District municipality	Statistic (numbers in thousands)	2013			2020		
		Learners who completed the question	Attending classes	Distance learning	Learners who completed the question	Attending classes	Distance learning
Capricorn	Number	492	470	21	508	495	13
	Per cent	22,0	21,8	30,1	22,8	22,8	21,8
Mopani	Number	451	446	4	488	473	15
	Per cent	20,2	20,6	6,1	21,9	21,8	24,8
Sekhukhune	Number	441	437	4	425	418	8
	Per cent	19,8	20,2	5,5	19,1	19,3	12,7
Vhembe	Number	599	575	24	596	583	13
	Per cent	26,8	26,6	33,5	26,7	26,8	22,1
Waterberg	Number	250	233	17	212	201	11
	Per cent	11,2	10,8	24,7	9,5	9,3	18,5
Limpopo	**Number**	**2 233**	**2 162**	**71**	**2 230**	**2 170**	**59**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.3 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 municipality between 2013 and 2020.

In 2020, about 2,2 million learners who completed the question, about 2,2 million attended classes and 59 000 learned through distance learning. The highest proportion of learners attending classes was found in Vhembe (26,8%), followed by Capricorn (22,8%) and Mopani (21,8%). Most of the learners doing distance learning in the province were based in Mopani (24,8%), followed by Vhembe (22,1%). The change in numbers and proportions from what was observed in 2013 is not much bigger than what was observed in 2020.

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Distance learning	2,6	3,1	1,9	2,2	5,2	2,6
Attending classes	97,4	96,9	98,4	97,8	94,8	97,3

Percentages calculated within district municipalities

Figure 3.1 indicates that provincially, the vast majority of learners studied on-site (97,3%) rather than through distance learning (2,6%). This is also the case across the district municipalities, as most learners prefer attending classes instead of distance learning. Waterberg (5,2%) had the highest percentage of learners engaged in distance learning compared to other districts.

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					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Pre-school	1–4	Number	*	*	*	*	1	**1**
		Per cent	*	*	*	*	3,4	**0,4**
	5	Number	62	61	42	57	16	**239**
		Per cent	99,7	99,5	100,0	100,0	96,6	**99,6**
	6–7	Number	*	*	*	*	*	**.**
		Per cent	*	*	*	*	*	**.**
School	1–4	Number	7	3	2	2	4	**18**
		Per cent	1,7	0,7	0,5	0,5	2,4	**1,0**
	5	Number	376	368	350	444	167	**1 705**
		Per cent	94,3	92,7	95,4	93,5	95,5	**94,1**
	6–7	Number	16	26	15	29	4	**90**
		Per cent	4,1	6,5	4,1	6,0	2,1	**4,9**
Higher education institutions	1–4	Number	5	*	2	4	*	**13**
		Per cent	24,9	*	84,8	19,2	*	**26,0**
	5	Number	15	3	*	14	2	**35**
		Per cent	70,5	69,5	*	70,5	73,8	**67,7**
	6–7	Number	1	*	*	2	*	**3**
		Per cent	4,6	*	*	10,3	*	**6,2**
Other institutions	1–4	Number	3	2	2	5	3	**16**
		Per cent	16,2	12,8	22,2	13,2	40,7	**17,4**
	5	Number	15	13	7	31	5	**71**
		Per cent	81,1	84,8	73,6	83,0	56,7	**79,4**
	6–7	Number	*	*	*	*	*	**3**
		Per cent	*	*	*	*	*	**3,2**
All institutions	1–4	Number	15	7	6	11	9	**48**
		Per cent	3,0	1,4	1,4	1,9	4,4	**2,2**
	5	Number	468	446	400	547	189	**2 050**
		Per cent	93,4	93,1	94,9	92,7	93,7	**93,5**
	6–7	Number	18	26	16	32	4	**96**
		Per cent	3,6	5,5	3,7	5,4	1,9	**4,4**
Unspecified		Number	7,9	9,0	4,4	5,6	10,0	**37,0**
Total		**Number**	**508,9**	**488**	**425,4**	**595,6**	**212**	**2230**

Percentage calculated across municipalities, within Gauteng.
*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 learners travelled to an educational institution. Across all educational institutions, most learners travelled for 5 days in a week. Only a small proportion of students travelled for 6–7 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 6–7 days per week.

Of those who attended higher education institutions, 67,7% travel five days a week, 26,0% travel for less than five days and only 6,2% travel between 6–7 days a week. However, different patterns were observed in other district municipalities, like Sekhukhune, with 84,8% of those attending higher education travelling 1-4 days a week. About 93,5% of all learners travel to their educational institution for 5 days per week, with only 4,4 % travel 6-7 days a week and 2,2% travel 1-4 days a week.

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

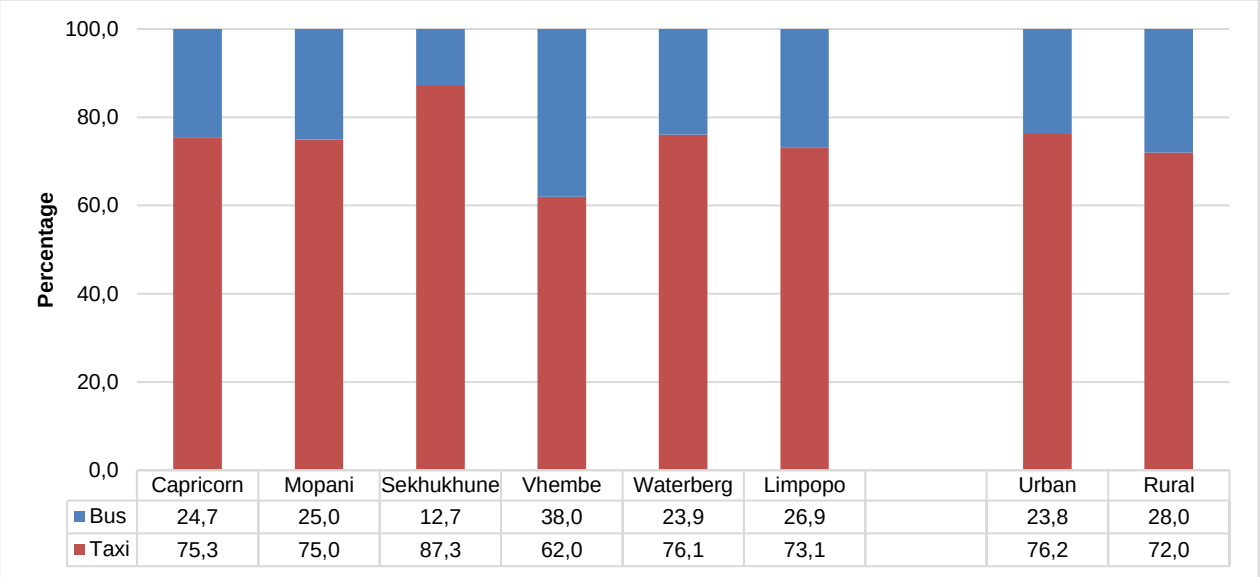
Mode of travel		Statistics ('000)	District municipality (per cent within District municipality)					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Public transport	Bus	Number	20	21	9	49	11	**111**
		Per cent	4,4	4,5	2,1	8,5	6,0	**5,2**
	Taxi	Number	61	63	62	80	35	**301**
		Per cent	13,3	13,4	15,0	13,7	18,5	**14,2**
Private transport	Car/truck driver	Number	4	*	3	5	2	**15**
		Per cent	0,8	*	0,8	0,8	1,0	**0,7**
	Car/truck passenger	Number	58	33	31	53	16	**191**
		Per cent	12,5	7,0	7,5	9,1	8,4	**9,0**
Walking all the way		Number	305	349	309	395	122	**1 480**
		Per cent	66,0	74,6	74,4	67,8	64,6	**69,9**
Other		Number	14	2	*	*	3	**20**
		Per cent	3,1	0,3	*	*	1,6	**0,9**
Total		**Number**	**463**	**467**	**415**	**583**	**189**	**2 117**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated within municipalities, within Limpopo.
*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 institution in all five district municipalities. Of the 2,1 million learners who attended an educational institution, more than half (about 1,5 million) walked all the way. About 0,3 million learners made use of a taxi to travel to their educational institution.

Travelling by car/truck as a passenger was mainly used by learners in Capricorn, Vhembe and Waterberg. Of those who used private transport, most learners were passengers (9,0%) in a car/truck rather than drivers (0,7%). Taxis (14,2%) were the second most used mode of travel after walking all the way, followed by car/truck passenger (9,0%). Provincially, buses were only the fourth most used mode of transport (5,2%).

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo		Urban	Rural
Bus	24,7	25,0	12,7	38,0	23,9	26,9		23,8	28,0
Taxi	75,3	75,0	87,3	62,0	76,1	73,1		76,2	72,0

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 (73,1%) as their main mode of transport. More than one-quarter (26,9%) of the respondents travelled by bus. Within districts, the public transport mode that dominated remained taxis rather than buses. In Vhembe, buses played a more prominent role than anywhere else (38,0%). About sixty-two per cent (62,0%) of learners who used public transport in this district travelled by taxi.

Figure 3.2 further shows that in 2020, learners who attended an educational institution and travelled by taxi were most likely to live in urban areas (76,2%). In 2013, about 28,0% of persons who live in rural areas used buses compared to 23,8% in urban areas.

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 (per cent within District municipality)					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Public transport	Bus	Number	17	19	7	32	10	**85**
		Per cent	19,9	22,1	8,4	37,5	12,1	**100,0**
	Taxi	Number	42	46	51	48	30	**218**
		Per cent	19,1	21,1	23,6	22,2	14,0	**100,0**
Private transport	Car/truck driver	Number	1	1	2	1	1	**6**
		Per cent	18,4	11,2	32,1	13,3	25,0	**100,0**
	Car/truck passenger	Number	36	21	28	36	12	**133**
		Per cent	27,3	15,8	20,8	26,7	9,4	**100,0**
Walking all the way		Number	259	303	276	355	108	**1 301**
		Per cent	19,9	23,3	21,2	27,3	8,3	**100,0**
Other		Number	12	2	*	1	3	**17**
		Per cent	71,3	9,1	*	4,6	15,0	**100,0**
Total		**Number**	**367**	**391**	**365**	**472**	**165**	**1 760**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.6 shows the different modes of transport used by school-going learners to travel to their educational institution by District municipalities. Scholars travelling by Bus were more likely to be located in Vhembe (37,5%) and Mopani (22,1%). Taxis were used more by Sekhukhune scholars (23,6%), and Vhembe (22,2%) than elsewhere.

Of all the scholars walking all the way to school in the province, Vhembe (27,3%), Mopani (23,3%), and Sekhukhune (21,2%) recorded the largest contribution. Most scholars were travelling by car/truck as a passenger resided in Capricorn (27,3%), Vhembe (26,7%) and Sekhukhune (20,8%). Scholars driving themselves to school primarily lived in the Sekhukhune (32,1%) and Waterberg (25,0%) areas.

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 institution					Limpopo
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Bus	Number	4	85	5	13	4	**111**
		Per cent	1,9	4,8	11,5	20,2	19,6	**5,2**
	Taxi	Number	35	218	14	27	8	**301**
		Per cent	14,9	12,4	33,7	43,4	38,2	**14,2**
Private transport	Car/truck driver	Number	*	6	4	*	*	**15**
		Per cent	*	0,3	10,7	*	*	**0,7**
	Car/truck passenger	Number	43	133	10	3	1	**191**
		Per cent	18,6	7,6	24,3	5,0	4,2	**9,0**
Walking all the way		Number	146	1 301	8	17	7	**1 480**
		Per cent	62,8	73,9	19,9	26,7	35,8	**69,9**
Other		Number	2	17	*	*	*	**20**
		Per cent	0,7	1,0	*	*	*	**0,9**
Total		**Number**	**233**	**1 760**	**41**	**62**	**21**	**2 117**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Of the 1,5 million learners who walked all the way to their educational institution, most attended school (1,3 million), followed by those attending pre-school (146 000). Table 3.7 further shows that 12,4% of scholars travelled by taxi, while 7,6% travelled by car/truck as a passenger. At least six out of ten (62,8%) of pre-school learners walked all the way to their educational institution, and 18,6% were travelling as a passenger in a car/truck.

Learners who attended a higher educational institution were most likely to travel by taxi (33,7%) or by car/truck as a passenger (24,3%). Most of those attending TVET Colleges where either using Taxi (43,4%), walking all the way (26,7%), or using buses (20,2%) to reach their educational institution.

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality
Capricorn	305	20,6	66,0	1	32,3	0,4	2	22,7	3,7	1	17,8	2,4
Mopani	349	23,6	74,6	1	41,7	0,7	*	5,5	3,2	3	51,5	19,8
Sekhukhune	309	20,9	74,4	*	20,0	0,4	*	7,5	2,4	1	9,5	2,5
Vhembe	395	26,7	67,8	*	*	*	3	44,7	7,0	1	16,5	2,1
Waterberg	122	8,2	64,6	*	6,0	0,2	1	19,5	9,5	*	4,7	1,9
Limpopo	**1 480**	**100,0**	**69,9**	**2**	**100,0**	**0,3**	**8**	**100,0**	**5,2**	*****	**100,0**	**4,1**
Geographic location												
Urban	160	10,8	48,3	1	29,5	0,3	4	54,1	7,1	2	23,8	2,5
Rural	1 320	89,2	73,9	1	70,5	0,3	4	45,9	3,9	5	76,2	5,1

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institution by district municipality. In absolute numbers, 1,5 million learners walked all the way to their educational institution. Across districts, the highest percentage of learners who walked all the way to their educational institution was recorded in Vhembe (26,7%), followed by Mopani (23,6%). In contrast, exclusive cyclists were most likely to come from Mopani (41,7%), followed by Capricorn (32,3%) and Sekhukhune (20,0%).

The same picture emerges for the geographic location of learners who walked all the way to their educational institution. Out of 1,5 million learners who walked all the way to their educational institution, the highest proportion (89,2%) were from rural areas. About 7 out of 10 learners who cycled all the way (70,5%) were located in rural areas. About 2,5% of learners in urban areas drove to their educational institution, which represents 54,1% of all learners in the province who drove all the way. Majority of those who hitchhiked came from rural areas (76,2%).

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		Limpopo
		Urban	Rural	
Nearby/close enough to walk	Number	114	1 024	**1 138**
	Per cent	71,4	77,6	**76,9**
Public transport too expensive	Number	13	139	**153**
	Per cent	8,3	10,6	**10,3**
It was by choice	Number	30	56	**86**
	Per cent	18,8	4,2	**5,8**
No transport	Number	*	62	**63**
	Per cent	*	4,7	**4,3**
Public transport not available	Number	*	17	**17**
	Per cent	*	1,3	**1,1**
Health reasons/exercising	Number	*	*	**2**
	Per cent	*	*	**0,1**
No public transport available at specific times	Number	*	*	**3**
	Per cent	*	*	**0,2**
Public transport is not enough	Number	*	5	**5**
	Per cent	*	0,4	**0,4**
Other	Number	*	13	**14**
	Per cent	*	1,0	**0,9**
Total	**Number**	**160**	**1 320**	**1 480**
	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 institution by geographic location. The results show that most learners in the province walked all the way to their educational institution because it is nearby/close enough to walk (76,9%). The second most common reason provided was that public transport was too expensive (10,3%). This reason was most likely to be given in rural areas (10,6%). Approximately six per cent (5,8%) of learners indicated that it was their choice to walk all the way to their educational destination.

Although a little more than four per cent (4,3%) of learners cited ‘no transport’ as the main reason for walking all the way to their educational institution, it is noticeable that rural learners were much more likely to indicate this as a reason than urban learners (4,7%).

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		Limpopo
		Government scholar transport	Private scholar transport	
Capricorn	Number	14	73	**87**
	Per cent	16,0	84,0	**100,0**
Mopani	Number	11	69	**80**
	Per cent	14,3	85,7	**100,0**
Sekhukhune	Number	13	56	**68**
	Per cent	18,3	81,7	**100,0**
Vhembe	Number	11	90	**102**
	Per cent	11,1	88,9	**100,0**
Waterberg	Number	9	38	**46**
	Per cent	18,8	81,2	**100,0**
Limpopo	**Number**	**58**	**326**	**384**
	Per cent	**15,1**	**84,9**	**100,0**

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

About 84,9% of scholars used private scholar transport to reach their educational destination, while the remaining 15,1% of learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in Waterberg (18,8%), followed by Sekhukhune (18,3%) and Capricorn (16,0%), Vhembe had the highest proportion of scholars who used private scholar transport to reach their educational destination (88,9%).

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

District municipality of origin	District municipality of destination					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Capricorn	99,9	*	0,1	*	0,1	**100,0**
Mopani	0,1	99,7	*	0,2	*	**100,0**
Sekhukhune	0,1	*	99,9	*	*	**100,0**
Vhembe	0,1	0,1	*	99,8	*	**100,0**
Waterberg	0,3	*	*	*	99,7	**100,0**
Limpopo	**24,4**	**21,5**	**18,5**	**26,5**	**9,2**	**100,0**

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

Table 3.11 shows the percentages of educational trips by the district municipality of origin and the district municipality of destination. It shows that almost all the educational trips undertaken were within the same district municipality. The results also show that Capricorn was the most common destination if a trip was undertaken beyond one's own district municipality.

Table 3.12: 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	Walk	Other
Pre-school	196	0,9	6,7	17,5	74,5	*
School	1 772	2,6	7,2	7,5	82,5	0,2
Post-matric	83	24,7	32,1	11,1	32,1	*
Other	38	6,2	15,2	14,8	60,0	*
Total	**2 089**	**3,3**	**8,2**	**8,8**	**79,3**	**0,3**
2020						
Pre-school	233	1,9	14,9	19,7	62,8	0,7
School	1 760	4,8	12,4	7,9	73,9	1,0
Post-matric	103	16,8	39,6	18,7	24,0	1,0
Other	21	19,6	38,2	5,4	35,8	1,1
Total	**2 117**	**5,2**	**14,2**	**9,7**	**69,9**	**0,9**

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

Table 3.12 shows that the proportion of pre-school students who travelled by bus increased from 3,3% in 2013 to 5,2% in 2020. Although walking all the way remained the most used mode of travel for most learners, those who attended post-matric were most likely to use taxis as their mode of travel, followed by cars. In 2020, the highest proportion of scholars walked all the way to school (69,9%), followed by those who travelled by taxi and by car (14,2% and 9,7%, respectively).

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

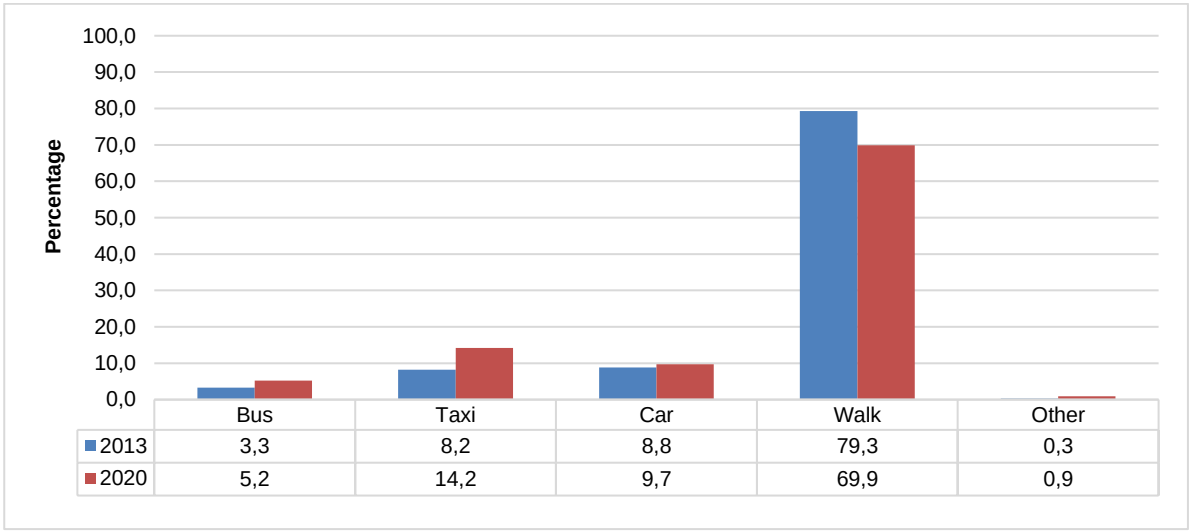


Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution decreased from 79,3% in 2013 to 69,9% in 2020. Those who travelled by bus, by taxi and by car showed an increase 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 (14,2%), cars (9,7%), and buses (5,2%).

3.3 Departure, waiting, arrival and total travel times

Table 3.13: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020

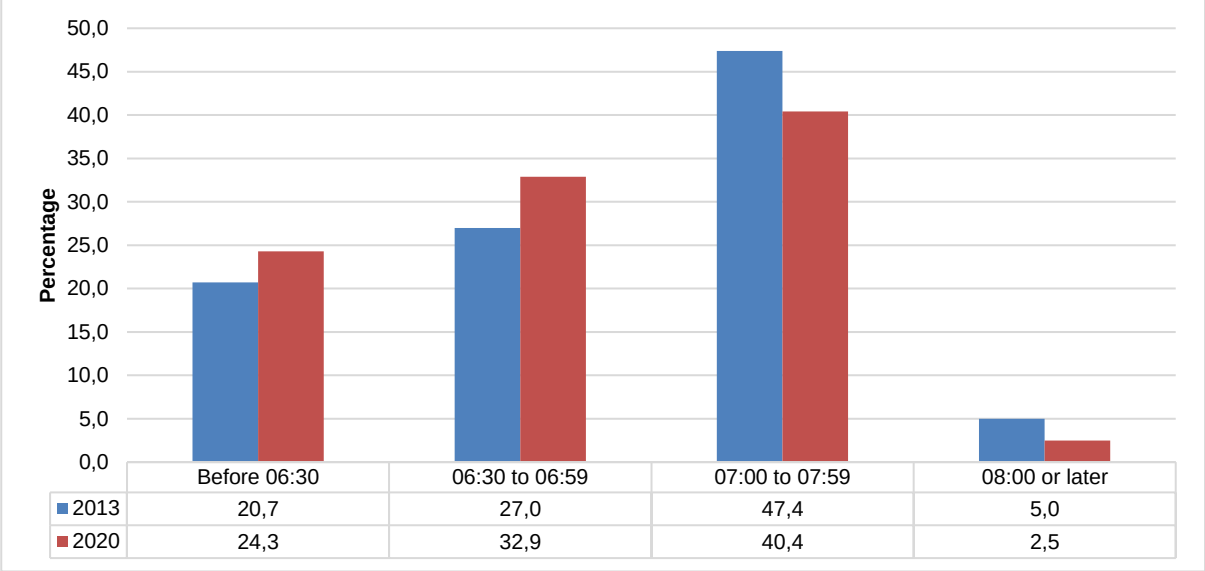
District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Capricorn	463	20,2	32,5	44,0	3,4	**100,0**
Mopani	467	25,9	40,0	32,8	1,4	**100,0**
Sekhukhune	415	12,8	22,6	62,6	1,9	**100,0**
Vhembe	583	37,4	34,8	24,9	3,0	**100,0**
Waterberg	189	14,9	32,8	49,9	2,5	**100,0**
Limpopo	**2 117**	**24,3**	**32,9**	**40,4**	**2,5**	**100,0**

Percentages calculated within districts municipalities.
Totals do not include 'unspecified'.

Table 3.13 shows the time learners leave their place of residence to attend their educational institutions. Most learners in Limpopo province (40,4%) left for educational institutions between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (32,9%), then those who left before 06:30 (24,3%) and lastly those who left at 08:00 or later were 2,5%.

On the contrary to the provincial picture, Vhembe had the highest proportion of learners leaving their place of residence before 06:30 (37,4%) with 34,8% leaving between 06:30 and 06:59 and 24,9% left their place of residence between 07:00 and 07:59.

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 leave home earlier than seven years ago. They were significantly more likely to depart before 07:00 in 2020 than in 2013. According to Figure 3.4, in 2020, only 2,5% of learners left their home after 08:00, while 5,0% had left their home after 08:00 in 2013.

Table 3.14: Time spent walking to reach first transport by district municipality, 2020

District municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within district municipality)			
		Up to 15 min.	16–30 min.	>31 min.	Total
Capricorn	34	96,1	3,9	*	**100,0**
Mopani	53	90,2	8,5	1,3	**100,0**
Sekhukhune	48	98,3	1,3	0,4	**100,0**
Vhembe	114	93,1	5,3	1,6	**100,0**
Waterberg	18	93,9	3,6	2,4	**100,0**
Limpopo	**267**	**93,9**	**4,9**	**1,2**	**100,0**

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

A total of 267 000 learners across the province indicated that they walked to their first transport. The majority (93,9%) walked for up to 15 minutes, followed by 4,9% of persons who walked for 16 to 30 minutes. Only 1,2% of learners walked for more than 31 minutes.

The highest proportion of learners who walked longer than 15 minutes but less than 31 minutes was found in Mopani (8,5%), Vhembe (5,3%) and Capricorn (3,9%). Sekhukhune recorded 98,3% of learners that walked for up to 15 minutes to their first transport, followed by 1,3% that walked 16 to 30 minutes. About 2,4% of Waterberg learners walked for more than 31 minutes, whilst 3,6% walked for 16 to 30 minutes.

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

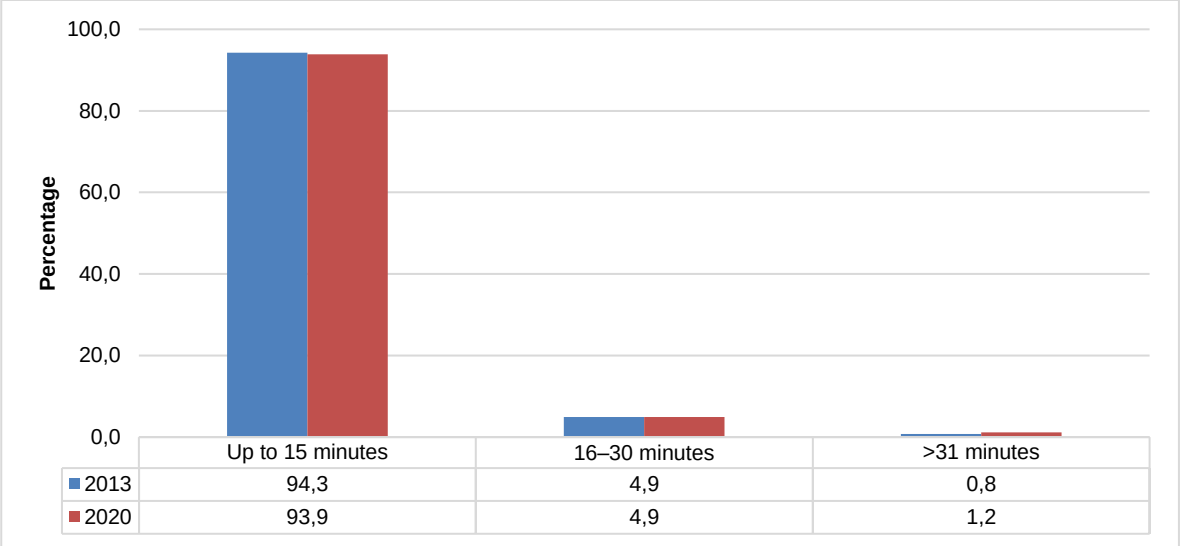


Figure 3.5 shows that the percentage of learners who walked up to 15 minutes to their first transport decreased by 0,4% between 2013 and 2020. The proportion of those who walked between 16 and 30 minutes remained the same in both years. In contrast, a slight increase is observed among those who walked longer than 30 minutes (+0,4 percentage points).

Table 3.15: Time spent waiting for the first transport to arrive by district municipality, 2020

District municipality	Number of learners who wait for first transport (`000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number (`000)	Per cent	Number (`000)	Per cent	Number (`000)	Per cent
Capricorn	33	32	96,8	1	2,5	*	0,7
Mopani	53	51	97,0	1	1,9	1	1,1
Sekhukhune	46	46	99,3	*	0,7	*	.
Vhembe	114	112	98,0	1	1,2	1	0,7
Waterberg	16	14	88,6	1	3,6	1	7,8
Limpopo	**262**	**255**	**97,3**	**4**	**1,6**	**3**	**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

Table 3.15 summarises the time that learners had to wait for their first transport. About 262 000 learners in the province had to wait for their first transport. Provincially, about 97,3% of those who waited indicated that they waited for up to 15 minutes, 1,6% waited for 16 to 30 and lastly, 1,1% waited more than 30 minutes. Waterberg had the highest percentage of learners who waited more than 30 minutes compared to other district municipalities (7,8%).

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

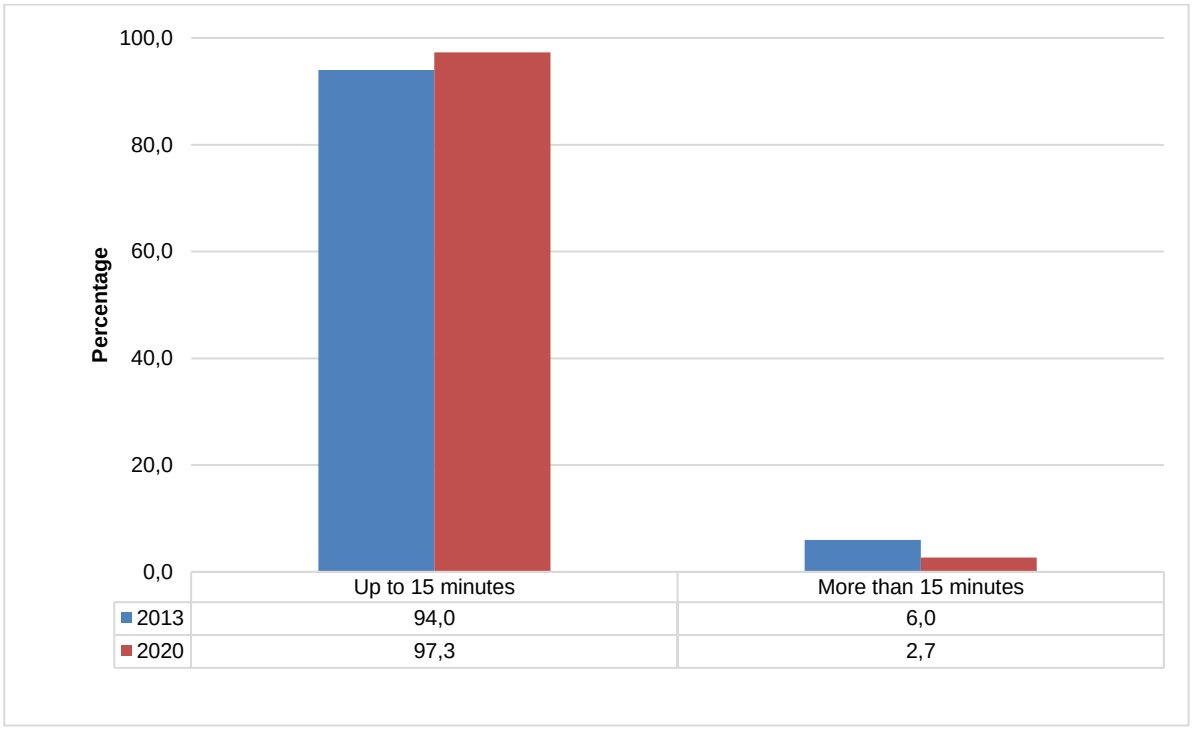


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved compared to 2013. The percentage of learners who waited for more than 15 minutes provincially decreased from 6,0% in 2013 to 2,7% in 2020.

Table 3.16: Time spent walking to educational institution after disembarking from transport used on weekdays, by district municipality, 2020

District municipality	Number of persons that walk at the end of the trip (`000)	Walking time (per cent within district municipality)			Total
		Up to 15 minutes	16–30 minutes	> 31 minutes	
Capricorn	33	98,3	1,1	0,5	**100,0**
Mopani	53	98,5	1,5	*	**100,0**
Sekhukhune	46	95,3	4,3	0,4	**100,0**
Vhembe	115	96,8	3,2	*	**100,0**
Waterberg	16	97,5	0,6	1,9	**100,0**
Limpopo	**262**	**97,1**	**2,6**	**0,2**	**100,0**

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

Table 3.16 depicts the time it took learners to walk to their educational institutions after disembarking from the transport vehicle. A large percentage (97,1%) of learners walked for up to 15 minutes after disembarking, and 2,8% walked for more than 15 minutes. Learners in Sekhukhune (4,3%) were more likely to walk 16 to 30 minutes after disembarking, while learners in Waterberg tended to walk for more than 30 minutes (1,9%).

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

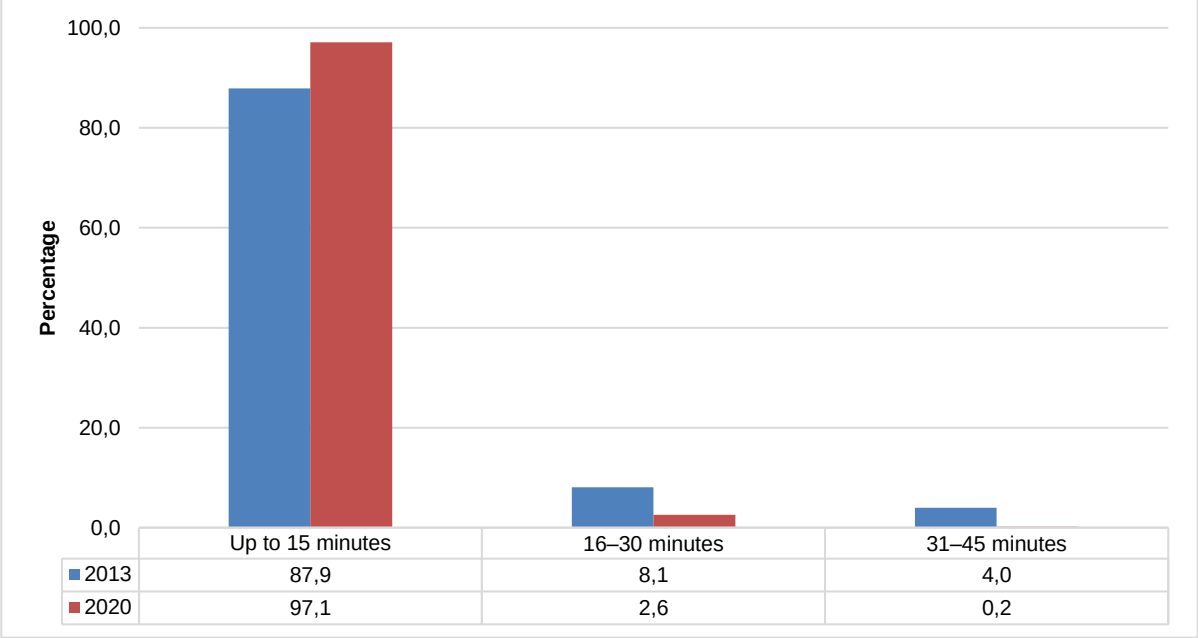


Figure 3.7 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institution after disembarking from their transport to reach their educational institution. Provincially, there has been a significant increase from 87,9% in 2013 to 97,1% in 2020 in the percentage of individuals who spent up to 15 minutes or more walking to their educational institution after having disembarked from their transport.

Table 3.17: 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)					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Bus						
Mean (minutes)	44	43	76	60	48	**54**
1 – 30	45,2	66,6	30,6	22,8	37,8	**37,3**
31 – 60	39,0	19,4	33,6	35,6	42,7	**33,7**
61+	15,8	14,1	35,8	41,7	19,5	**29,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	49	41	42	50	44	**46**
1 – 30	41,0	48,4	44,1	36,8	42,8	**42,3**
31 – 60	37,7	38,5	39,6	40,3	32,2	**38,3**
61+	21,4	13,2	16,2	22,8	25,0	**19,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	33	36	19	36	21	**30**
1 – 30	53,6	59,2	93,1	74,3	91,2	**74,0**
31 – 60	38,3	*	6,9	*	1,9	**11,8**
61+	8,1	40,8	*	25,7	6,9	**14,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	34	39	36	41	24	**36**
1 – 30	70,8	51,1	57,0	55,7	75,5	**61,4**
31 – 60	20,3	39,7	34,3	29,8	22,4	**28,7**
61+	8,9	9,2	8,7	14,6	2,2	**9,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	33	28	30	31	23	**30**
1 – 30	66,0	74,8	70,2	71,8	82,6	**71,9**
31 – 60	25,5	21,9	24,9	22,2	14,7	**22,7**
61+	8,5	3,2	4,9	6,0	2,7	**5,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

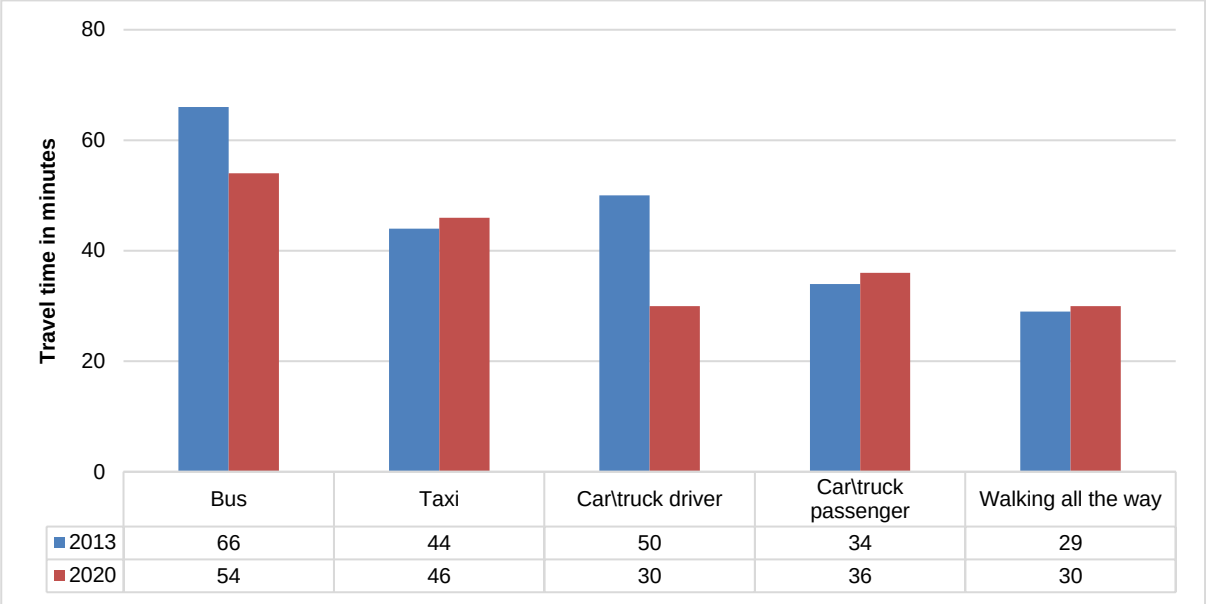
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

Table 3.17 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using buses needed on average 54 minutes to get to their educational institutions, this was the highest average time travelled compared with other modes of transport. In Sekhukhune and Vhembe the average time taken to travel by bus was more than 60 minutes (35,8% minutes and 41,7% respectively).

In Limpopo, learners who used taxis needed on average 46 minutes to get to their educational institutions. About 42,3% needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (38,3%), while 19,4% needed more than 60 minutes. Waterberg and Vhembe, had the highest proportions of learners who travelled by taxi for more than an hour to reach their institutions (25,0% and 22,8%, respectively).

Learners in the province who walked all the way to their educational institutions took on average 29,9 minutes to reach their destination. The most significant percentage of learners who walked all the way for 1 to 30 minutes were from Waterberg (82,6%), followed by Mopani (74,8%).

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	66	44	50	34	29
2020	54	46	30	36	30

Figure 3.8 depicts that between 2013 and 2020, the average travel time has increased across all modes of transport except for learners who used bus and those who drove to their educational institution, who observed a decline in average travel time. A travel time increase of +2 minutes is observed among those who travelled by taxi and car/bakkie/truck as a passenger to reach their destination.

In 2020, learners who used public transport experienced longer travel times in the morning to access their educational institution; bus travellers 54 minutes and taxi users travelled 46 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 30 minutes, while those who drove themselves took 36 minutes.

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

Table 3.18: Monthly cost of transport by main mode of transport and district municipality, 2020

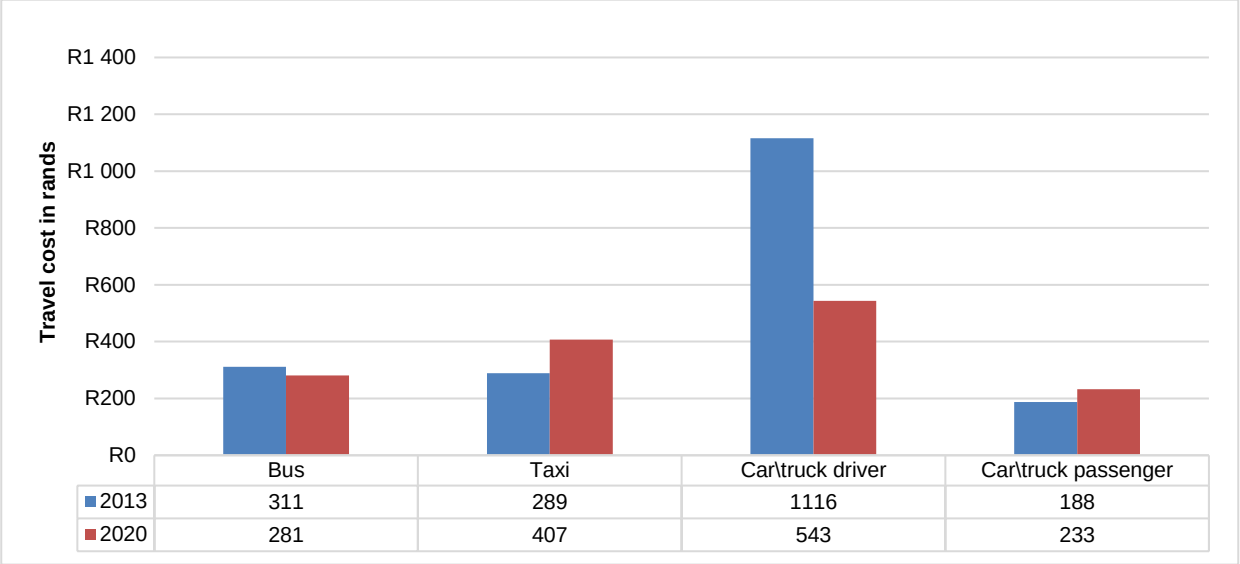
Mode and monthly payment in rand	District municipality					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Bus						
Mean (Rand)	191	452	285	272	158	**281**
1–100	*	*	*	*	*	*
101–200	28,8	13,4	25,1	20,1	13,4	**19,9**
200+	71,2	86,6	74,9	79,9	86,6	**80,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	396	323	407	361	684	**407**
1–100	1,2	3,9	5,2	0,6	7,2	**3,1**
101–200	28,1	31,3	37,5	18,5	25,6	**27,8**
200+	70,7	64,9	57,4	80,9	67,2	**69,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver						
Mean (Rand)	359	0	1	1378	110	**543**
1–100	*	*	100,0	*	*	**2,7**
101–200	55,0	*	*	3,9	70,0	**24,6**
200+	45,0	*	*	96,1	30,0	**72,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger						
Mean (Rand)	167	282	151	165	758	**233**
1–100	2,8	12,4	9,9	2,7	38,1	**8,5**
101–200	52,8	45,5	58,0	56,6	9,6	**50,4**
200+	44,5	42,1	32,1	40,8	52,3	**41,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Of all the modes of travel, travelling by car/bakkie/truck as a driver was the most expensive for learners to use with a mean (average) of R543 per month while travelling by car/bakkie/truck as a passenger was least expensive with mean of (R233).

Vhembe (80,9%), Capricorn (70,7%) and Waterberg (67,2%) had the highest proportion of scholars who used taxis and spent more than R200 per month. The majority of learners who used buses to travel to their educational institutions and spent more than R200 per month were located in Waterberg and Mopani (both at 86,6%), followed by Vhembe (79,9%), and Capricorn (74,9%).

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



	Bus	Taxi	Car\truck driver	Car\truck passenger
2013	311	289	1116	188
2020	281	407	543	233

Figure 3.9 shows that overall travel costs for learners have increased across all modes of transport when comparing 2013 and 2020 data. The highest decrease is observed among those who travelled by car as the driver, and those who travelled by bus to reach their destination.

Both in 2013 and 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R1 116 in 2013 and R543 in 2020, followed by taxi transport (R407) and bus (R281). Travelling by car/truck as a passenger was the least expensive mode of travel (R233) 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 R407, followed by buses (R281).

3.4 Summary

Walking all the way was the primary method used by scholars to reach their school (69,9%). This pattern is also true for disabled scholars (76,1%). The results indicate that provincially, the vast majority of learners were attending classes (97,3%) rather than being taught through distance learning (2,6%). Waterberg (5,2%) had the highest percentage of learners who attended distance learning compared to other provinces.

Of the individuals who attended an educational institution, more than two thirds (about 1,5 million) walked all the way, and about 0,3 million learners travelled by taxi to their educational institution. Of those who used private transport were passengers (0,2 million) in cars/trucks rather than drivers (15 000). The results show that most learners in the province walked all the way to their educational institution (76,9%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (10,3%). More than two in five learners (40,4%) who attended an educational institution in all the district municipalities left home between 07:00 and 07:59. A significant percentage of learners (32,9%) left between 06:30 and 06:59.

Those who used public transport experienced long travel times in the morning to access their educational institution - bus users travelled for 54 minutes, and taxi users travelled 46 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 36 minutes and those who drove themselves took 30 minutes. Regarding travel costs, travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners, with a mean of R543, and travelling by car/bakkie/truck as a passenger was the least expensive mode of travel, with a mean of R233.

4. Work-related travel patterns

4.1 Introduction

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

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

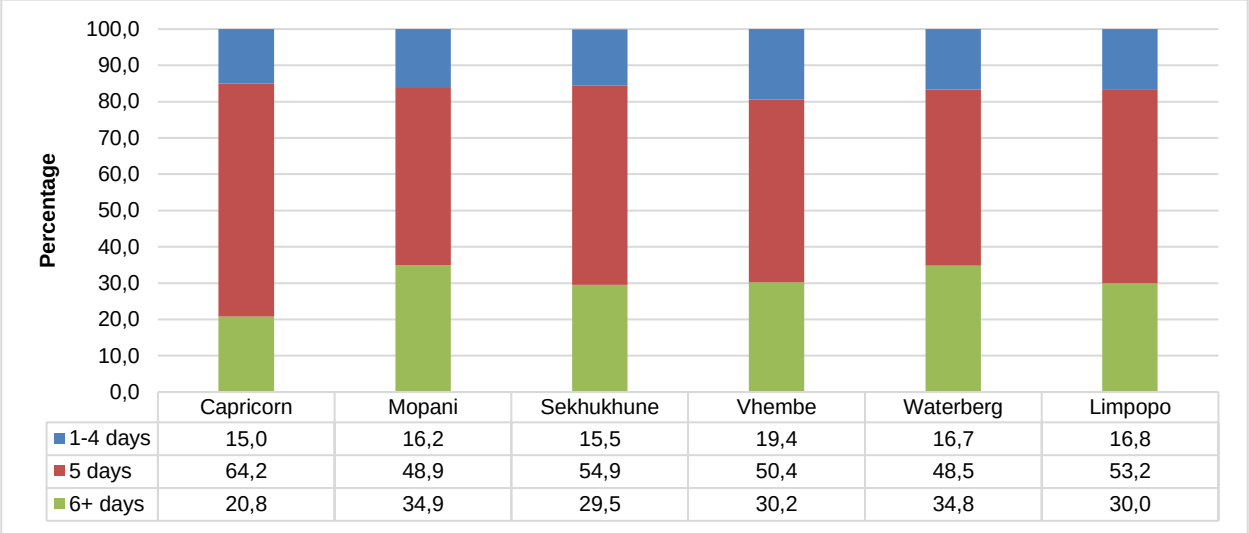
Indicator		District municipality					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Worker status							
Worker	Number	303	275	232	333	194	**1 337**
	Per cent	22,6	20,6	17,4	24,9	14,5	**100,0**
Disabled	Number	33	33	19	43	37	**164**
	Per cent	19,9	19,8	11,3	26,4	22,7	**100,0**
Geographic location							
Urban	Number	116	43	18	69	116	**362**
	Per cent	32,1	11,8	5,1	19,0	32,0	**100,0**
Rural	Number	187	233	214	265	78	**976**
	Per cent	19,1	23,8	21,9	27,1	8,0	**100,0**
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	80	42	62	19	51	**254**
	Per cent	31,5	16,5	24,5	7,6	19,9	**100,0**
Quintile 2	Number	52	62	41	64	33	**252**
	Per cent	20,5	24,6	16,4	25,5	12,9	**100,0**
Quintile 3	Number	49	64	49	63	26	**252**
	Per cent	19,6	25,5	19,5	25,2	10,2	**100,0**
Quintile 4	Number	48	60	37	88	32	**264**
	Per cent	18,2	22,6	13,9	33,3	12,0	**100,0**
Quintile 5 (highest income quintile)	Number	74	48	43	99	53	**316**
	Per cent	23,3	15,1	13,7	31,2	16,8	**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 almost a quarter (24,9%) of the 1,3 million Limpopo workers reside in Vhembe, 22,6% reside in Capricorn and 20,6% in Mopani. About 164 000 workers who are disabled were identified in the survey. About 26,4% were found in Vhembe, followed by Waterberg (22,7%) and Capricorn (19,9%). Sekhukhune recorded the smallest percentage of disabled workers at 11,3%.

More than three-quarters of workers can be classified as rural and almost a quarter as urban. The highest percentage of workers classified as rural come from Vhembe (27,1%) and Mopani (23,8%). Capricorn (31,5%) and Sekhukhune (24,5%), had the highest percentage of workers in the lowest income quintile category. Provincially, all the income quintiles had an almost similar number of workers except the highest income quintile, which has 316 000 workers, Vhembe and Capricorn were the highest contributors to that number (31,2% and 23,3%, respectively).

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
1-4 days	15,0	16,2	15,5	19,4	16,7	16,8
5 days	64,2	48,9	54,9	50,4	48,5	53,2
6+ days	20,8	34,9	29,5	30,2	34,8	30,0

Percentages calculated within district municipalities

The number of days travelled per week to place of work is presented in Figure 4.1. In Limpopo, majority of the working population works five days per week. Provincially, 53,2% of workers worked five days a week, followed by 30,0% who worked six days plus and 16,8% worked one to four days a week.

Capricorn (64,2%) had the highest percentage of workers who worked five days a week, followed by Sekhukhune (54,9%) and Vhembe (50,4%). The lowest percentages of workers who worked five days per week were found in Waterberg (48,5%) and Mopani (48,9%). Mopani (34,9%) recorded the highest proportion of workers who worked more than six days in a week, followed by Waterberg (34,8%).

Workers in Vhembe (19,4%) were the most likely to work less than five days a week, and this proportion is above the national proportion of 16,8%.

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

District municipality	Statistics (numbers in thousands)	Days worked (per cent within province)			Total
		1–4 days	5 days	6+ days	
Capricorn	Number	32	139	45	**217**
	Per cent	15,0	64,2	20,8	**100,0**
Mopani	Number	40	121	87	**248**
	Per cent	16,2	48,9	34,9	**100,0**
Sekhukhune	Number	33	116	62	**211**
	Per cent	15,5	54,9	29,5	**100,0**
Vhembe	Number	60	156	93	**310**
	Per cent	19,4	50,4	30,2	**100,0**
Waterberg	Number	30	87	62	**179**
	Per cent	16,7	48,5	34,8	**100,0**
Limpopo	**Number**	**195**	**619**	**350**	**1 165**
	Per cent	**16,8**	**53,2**	**30,0**	**100,0**
Geographic location					
Urban	Number	40	176	99	**315**
	Per cent	12,8	55,7	31,5	**100,0**
Rural	Number	155	444	251	**849**
	Per cent	18,2	52,3	29,5	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

More than half of the Limpopo workers work five days a week (53,2%), followed by 30,0% who work more than five days a week, and lastly, the 16,8% who work less than five days a week. The same picture is seen throughout the district municipalities as well as geographic locations.

4.2 Modes of travel to work

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

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

Indicator		Mode of travel						Limpopo
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	79	245	273	73	384	14	**1 068**
	Per cent	7,4	22,9	25,6	6,8	35,9	1,3	**100,0**
Disabled worker	Number	5	30	44	6	43	2	**130**
	Per cent	4,2	22,9	33,7	4,8	33,0	1,4	**100,0**
District municipality								
Capricorn	Number	12	73	66	14	60	3	**229**
	Per cent	5,2	31,8	29,0	6,2	26,4	1,3	**100,0**
Mopani	Number	16	53	42	26	79	4	**220**
	Per cent	7,1	23,9	19,1	12,0	36,1	1,8	**100,0**
Sekhukhune	Number	13	44	42	9	76	2	**187**
	Per cent	7,1	23,8	22,3	4,9	40,9	0,9	**100,0**
Vhembe	Number	32	53	58	16	116	3	**277**
	Per cent	11,6	19,0	20,9	5,6	42,0	1,0	**100,0**
Waterberg	Number	6	22	65	8	51	3	**155**
	Per cent	4,0	14,3	42,0	5,0	33,1	1,6	**100,0**
Limpopo	**Number**	79	245	273	73	384	14	**1 068**
	Per cent	7,4	22,9	25,6	6,8	35,9	1,3	**100,0**
Geographic location								
Urban	Number	12	65	135	23	63	4	**302**
	Per cent	4,1	21,6	44,6	7,6	20,8	1,3	**100,0**
Rural	Number	67	179	139	50	321	10	**766**
	Per cent	8,7	23,4	18,1	6,5	41,9	1,3	**100,0**
Household income quintiles								
Quintile 1 (lowest income quintile)	Number	12	49	58	12	59	3	**192**
	Per cent	6,0	25,6	30,2	6,0	30,8	1,4	**100,0**
Quintile 2	Number	9	44	25	9	102	4	**193**
	Per cent	4,8	22,8	13,0	4,5	52,9	2,0	**100,0**
Quintile 3	Number	11	48	24	13	97	4	**197**
	Per cent	5,4	24,4	12,3	6,4	49,4	2,1	**100,0**
Quintile 4	Number	29	54	33	20	77	2	**214**
	Per cent	13,4	25,2	15,4	9,4	35,7	0,8	**100,0**
Quintile 5 (highest income quintile)	Number	19	49	133	20	49	2	**271**
	Per cent	7,0	18,1	49,0	7,4	17,9	0,6	**100,0**

The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes bicycle, scooter/motorcycle, animal drawn transport etc.

Table 4.3 shows workers' disability status, geographical location, household income quintile and district municipalities by main mode of transport. Provincially, slightly more than one in three workers walked all the way (35,9%), followed by those who used private cars as drivers (25,6%) and taxis, which account for 22,9%. Aproximately 6,8% of workers travelled by private car as a passenger and 7,4% travelled by bus. This pattern holds in most district municipalities except in Capricorn, where the dominant transport mode was travelling by taxi (31,8%). Bus use was most common amongst workers in Vhembe (11,6%).

Travel using public transport was important across all geographic locations. However, urban workers were more likely to use taxis than buses as their main mode of transport, and rural workers were most likely to use buses. The results show that fewer urban dwellers than rural dwellers used buses (4,1% compared with 8,7%). In comparison, slightly more urban dwellers used private transport as a passenger than rural workers (52,2% compared with 24,6%). The figures for travelling by private car as the driver was high in urban areas compared to rural areas (44,6% as opposed to 18,1%).

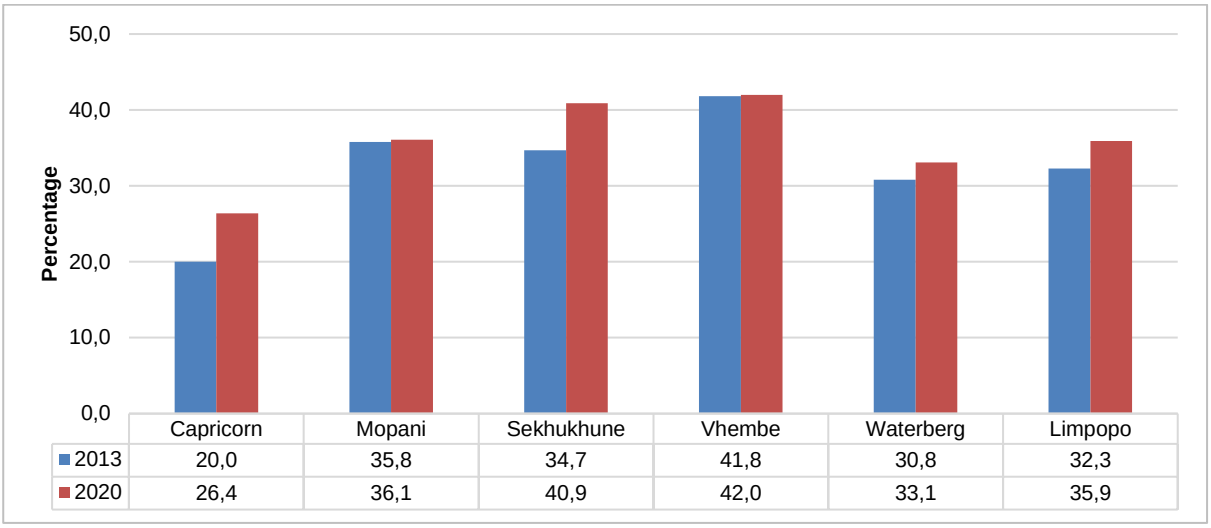
Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020

2013	**Total number of trips ('000)**		
District municipality	**Bus**	**Taxi**	**Limpopo**
Capricorn	21	47	**68**
Mopani	24	26	**50**
Sekhukhune	21	33	**54**
Vhembe	23	27	**50**
Waterberg	8	37	**45**
Limpopo	**99**	**179**	**270**
% of all public transport trips	**37,0**	**63,0**	**100,0**
2020			
Capricorn	11	72	**84**
Mopani	15	52	**68**
Sekhukhune	13	44	**57**
Vhembe	32	52	**84**
Waterberg	6	22	**28**
Limpopo	**78**	**244**	**323**
% of all public transport trips	**24,4**	**75,6**	**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 province between 2013 and 2020. The estimated total number of workers' trips using public transport increased significantly from 270 000 in 2013 to 323 000 in 2020. Taxis accounted for most public transport users with 75,6% of workers using taxis, which is more than the proportion reported in 2013 (63,0%). Almost a quarter (24,4%) of workers using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 37,0%.

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
2013	20,0	35,8	34,7	41,8	30,8	32,3
2020	26,4	36,1	40,9	42,0	33,1	35,9

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipalities. The proportion of workers who walked all the way to work increased from 32,3% in 2013 to 35,9% in 2020.

'Walking all the way' was more likely to occur in Vhembe than anywhere else in the province in 2013 and 2020. Capricorn registered the lowest proportion of workers who walked all the way to their workplace at 20,0% in 2013 and 26,4% in 2020.

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

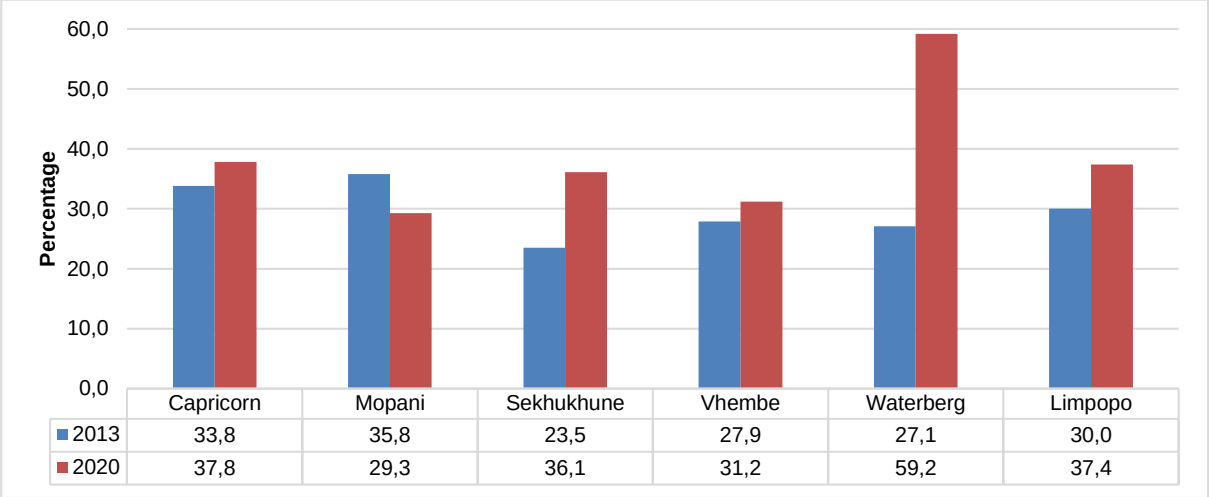
District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality	Number (`000)	% within Limpopo	% within district municipality
Capricorn	60	15,7	26,4	1	10,6	0,5	60	24,8	37,3	6	22,5	3,8
Mopani	79	20,7	36,1	3	45,3	2,5	37	15,3	29,6	12	43,2	8,9
Sekhukhune	76	19,9	40,9	1	11,1	0,8	39	15,9	36,1	3	9,0	2,3
Vhembe	116	30,3	42,0	1	15,7	0,7	49	20,2	31,2	2	7,6	1,3
Waterberg	51	13,4	33,1	1	17,3	1,3	58	23,8	59,2	5	17,6	4,8
Limpopo	**384**	**100,0**	**35,9**	**8**	**100,0**	**1,1**	**243**	**100,0**	**37,4**	**28**	**100,0**	**4,2**
Geographic location												
Urban	63	16,4	20,8	2	27,8	0,9	114	46,9	49,1	5	18,1	2,2
Rural	321	83,6	41,9	6	72,2	1,2	129	53,1	31,0	23	81,9	5,3

*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 the number of workers who walked all the way, cycled, drove, and hitchhiked to work. Of the 384 000 workers who walked all the way to work, 30,3% lived in Vhembe, followed by 20,7% who lived in Mopani, while the smallest percentage (13,4%) lived in Waterberg. Most workers who cycled to work were located in Mopani (45,3%), followed by Waterberg (17,3%). About 243 000 workers drove all the way to work, of which the largest percentages were to be found in Capricorn (24,8%), followed by Waterberg (23,8%), and Vhembe (20,2%). Almost half of the workers who had hitchhiked all the way lived in Mopani (43,2%), followed by 22,5% who lived in Capricorn. The smallest percentage of workers who hitchhiked all the way to work lived in Vhembe (7,6%).

Geographically, a vast number of workers who walked all the way to work were from rural areas (83,6%) as opposed to urban areas (16,4%). Also, rural areas had more workers who cycled to work (72,2%) compared to the 27,8% of urban areas. About 53,1% of workers who drove all the way to work resided in rural areas, with 46,9% living in urban areas. On the other hand, rural areas accounted for most workers who hitchhiked all the way to work (81,9%).

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 increase among workers who drove all the way to their workplace (from 30,0% in 2013 to 37,4% in 2020). The largest increases between 2013 and 2020 were observed in Waterberg (+32,1 percentage points), Sekhukhune (+12,6 percentage points) and Capricorn (+4,0 percentage points).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Nearby/close enough to walk	Number	43	259	**302**
	Per cent	67,8	80,8	**78,7**
It was by choice	Number	13	19	**33**
	Per cent	21,2	6,0	**8,5**
Public transport too expensive	Number	5	23	**28**
	Per cent	7,9	7,1	**7,2**
Public transport not available	Number	*	4	**4**
	Per cent	*	1,1	**0,9**
No transport	Number	*	12	**13**
	Per cent	*	3,8	**3,4**
No public transport available at specific times	Number	*	*	**
	Per cent	*	*	**0,1**
Health reasons/exercising	Number	*	*	**1**
	Per cent	*	*	**0,2**
Public transport is not enough	Number	*	*	**1**
	Per cent	*	*	**0,2**
Other	Number	*	*	**3**
	Per cent	*	*	**0,7**
Total	**Number**	**63**	**321**	**384**
	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 summarises the main reason for walking all the way to work by mode of transport in the province. It can be observed that most workers walked all the way to their place of work because it is nearby/close enough to walk (78,7%). This reason was more likely to be given by workers in rural areas (80,8%) than workers in

urban areas (67,8%). Furthermore, 8,5% of workers indicated that it was their choice to walk all the way to work. This reason was most likely to be given in urban areas (21,2%).

The third most common reason was that public transport was too expensive (7,2%). It is noticeable that urban workers were much more likely to offer this as a reason than rural workers (7,9% compared to 7,1%).

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

Main reasons for cycling all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	1	2	**3**
	Per cent	29,0	43,2	**39,3**
Public transport: too expensive/not available/not enough	Number	*	2	**3**
	Per cent	*	44,3	**36,6**
Nearby/close enough to walk	Number	*	1	**1**
	Per cent	*	10,3	**17,6**
Health reasons/exercising	Number	*	*	
	Per cent	*	*	**1,5**
Other	Number	*	*	
	Per cent	*	*	**5,1**
Total	**Number**	**2**	**6**	**8**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that 39,3% 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 (36,6%), and by those who indicated that it was nearby/close enough to cycle (17,6%).

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

Main reasons for driving all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	35	49	**83**
	Per cent	60,8	57,4	**58,8**
To drop/pick up passengers on his/her way to work	Number	11	17	**27**
	Per cent	18,5	19,6	**19,2**
To drop/pick up passengers on his/her way back home	Number	8	13	**21**
	Per cent	13,9	15,1	**14,6**
To pick up lift-club members	Number	1	3	**3**
	Per cent	1,2	3,2	**2,4**
Other	Number	3	4	**7**
	Per cent	5,5	4,7	**5,0**
Total	**Number**	**57**	**85**	**142**
	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, 58,8% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 19,2% who had to pick up or drop passengers off on their way to work. This was more prominent in rural areas (19,6%) than in urban areas (18,5%). The results further show that fourteen per cent of workers use their cars to drop or pick up passengers on their way back home (14,6%).

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	
Public transport too expensive/not available/not enough	Number	1	8	**9**
	Per cent	17,0	35,5	**32,1**
It is cheaper/reasonable/free of charge	Number	1	2	**3**
	Per cent	10,2	10,2	**10,2**
It was by choice	Number	2	2	**4**
	Per cent	36,2	10,6	**15,3**
No transport	Number	1	1	**1**
	Per cent	11,9	3,3	**4,8**
Nearby/close enough to hitchhike	Number	*	*	*
	Per cent	*	*	*
No transport money	Number	*	*	*
	Per cent	*	*	*
Other	Number	1	9	**10**
	Per cent	12,3	39,4	**34,5**
Total	**Number**	**5**	**23**	**28**
	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. Approximately one-third (32,1%) 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, 10,2% hitchhiked to their respective place of work mainly because it was cheaper.

Rural workers (35,5%) were more likely to cite public transport as too expensive or unavailable than urban workers (17,0%). Slightly more than one-third (36,2%) of urban workers said it is was by choice to hitchhike all the way to work compared with 10,6% from rural areas.

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

Province	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within Limpopo
Capricorn	101	12	12,0	32,8
Mopani	88	9	10,7	25,4
Sekhukhune	68	6	8,2	15,1
Vhembe	108	8	6,9	20,3
Waterberg	40	2	6,0	6,4
Limpopo	**405**	**37**	**9,1**	**100,0**

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

Table 4.10 depicts the number of workers who had to connect once or more when travelling to work. About 37 000 indicated that they had to connect at least once when going to work. Capricorn recorded the highest percentage of workers who changed transport (32,8%), followed by Mopani (25,4%) and Vhembe (20,3%). Proportionally within the province, workers in Capricorn (12,0%), Mopani (10,7%) and Sekhukhune (8,2%) were more likely to have workers who changed transport than workers in other provinces 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)	Changed transport		Total
		Yes	No	
Bus	Number	11	68	**79**
	Per cent	13,9	86,1	**100,0**
Taxi	Number	25	219	**245**
	Per cent	10,3	89,7	**100,0**
Total	**Number**	**36**	**287**	**323**
	Per cent	**11,2**	**88,8**	**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 taxi users. Of the public transport users who mentioned that they changed transport on the way to their work, 88,8% did not change transport while 11,2% had to change transport. Of those who changed transport, most workers were Bus passengers (13,9%), followed by 10,3% of those who used taxis.

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)			Total
		1	2	3	
Bus	Number	11	*	*	**11**
	Per cent	98,0	*	*	**100,0**
Taxi	Number	25	*	*	**25**
	Per cent	98,4	*	*	**100,0**
Total	**Number**	**35**	*	*	**36**
	Per cent	**98,3**	*	*	**100,0**

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

Table 4.12 demonstrates transfers made by public transport users. The majority of taxi (98,4%) and bus (98,0%) users make only one transfer while travelling to work. Provincially, nearly two per cent (1,7%) of public transport users had to transfer more than once during their trips to work.

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

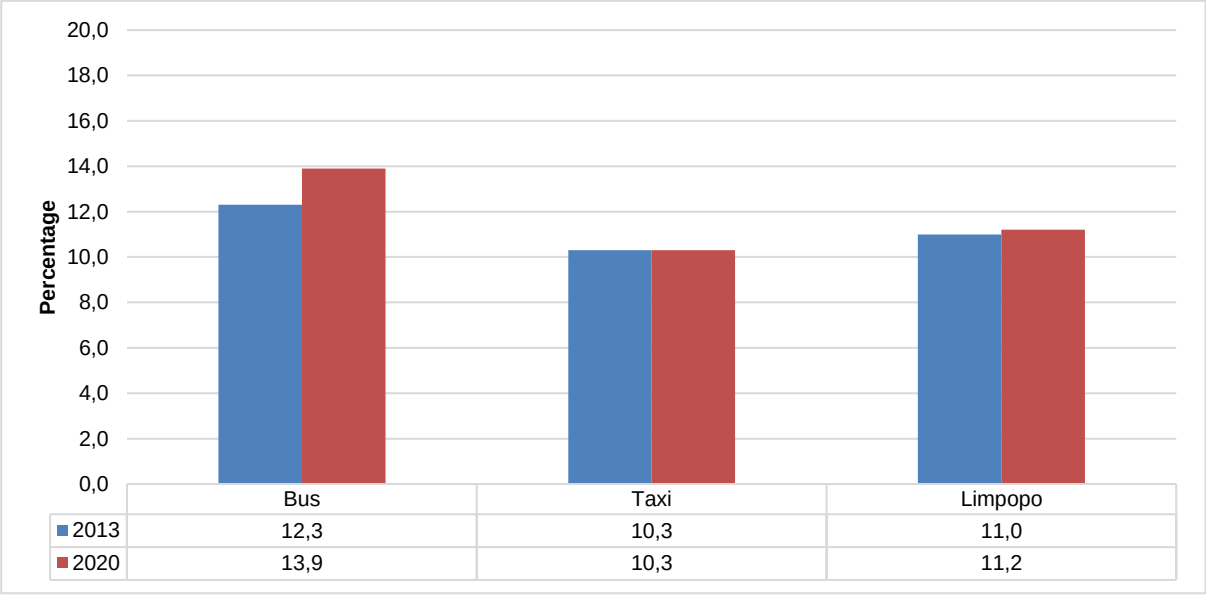


Figure 4.4 shows that provincially, there was an increase in the percentage of public transport users who made at least one transfer (from 11,0% in 2013 to 11,2% in 2020). Most workers who completed at least one public transport transfer used bus.

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

District municipality of origin	District municipality of destination					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Capricorn	99,1	0,1	0,3	*	0,5	**100,0**
Mopani	0,5	99,0	*	0,5	*	**100,0**
Sekhukhune	*	0,1	99,9	*	*	**100,0**
Vhembe	0,2	0,3	*	99,5	*	**100,0**
Waterberg	0,8	*	*	*	99,2	**100,0**
Limpopo	**22,9**	**20,5**	**17,2**	**24,9**	**14,4**	**100,0**

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

Table 4.13 shows the percentages of work trips by the province of origin and destination, and it shows that almost all the work trips undertaken were within the province. The results also show that the district municipalities which attract the most work trips are Vhembe (24,9%), Capricorn (22,9%) and Mopani (20,5%).

4.3 Departure, waiting, arrival and total travel times

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

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Capricorn	229	20,4	23,8	24,7	24,5	6,6	**100,0**
Mopani	220	29,2	19,9	22,9	21,1	6,9	**100,0**
Sekhukhune	187	27,4	11,7	19,8	31,8	9,4	**100,0**
Vhembe	277	22,4	18,4	23,5	27,4	8,3	**100,0**
Waterberg	155	19,8	18,6	24,9	29,1	7,6	**100,0**
Limpopo	**1 068**	**23,9**	**18,7**	**23,2**	**26,5**	**7,7**	**100,0**
Geographic location							
Urban	302	18,5	16,1	25,5	31,1	8,8	**100,0**
Rural	766	26,0	19,7	22,3	24,6	7,3	**100,0**

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

Table 4.14 describes the time workers leave their place of residence to work. Slightly more than a quarter of workers in Limpopo left home from 07:00 to 07:59 (26,5%) in the morning to work, followed by those who left before 06:00 and from 06:30 to 06:59, with almost similar percentages (23,9% and 23,2%). Lastly, those who left between 06:00 and 06:29 where 18,7%, and 7,7% for those who left at 08:00 or later.

At least 31,8% of workers from Sekhukhune left between 07:00 and 07:59 for work, followed by 27,4% who left before 06:00 and 19,8% who left between 06:30 and 06:59. Sekhukhune (9,4%) also had the highest proportion of those who left at 08:00 or later for work, followed by Vhembe (8,3%) and Waterberg (7,6%).

Majority of those in rural areas left their place of residence before 06:00 in the morning (26,0%), followed by 24,6% that left between 07:00 and 07:59 for work. In contrast, 31,1% of those in Urban areas left between 07:00 and 07:59, and 25,5% left between 06:30 to 06:59.

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

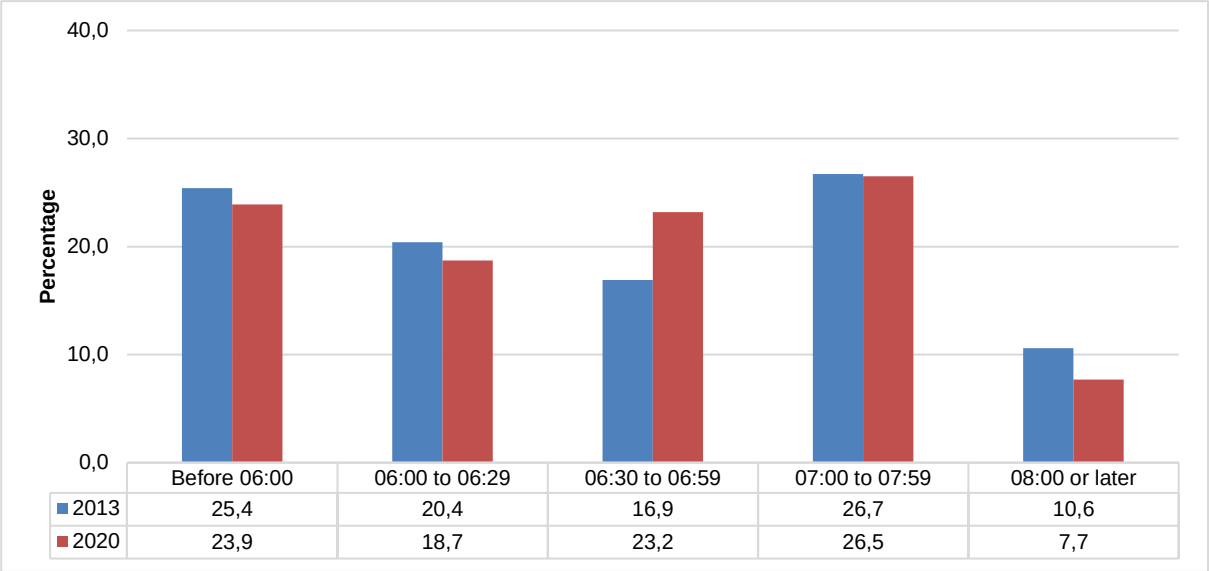


Figure 4.5 shows that the incidence of early starting times was smaller in 2020 than in 2013. About a quarter (25,4%) of workers left their homes before 06:00 in 2013 compared to 23,9% in 2020. The number of those who left after 08:00 has decreased from 10,6% in 2013 to 7,7% in 2020.

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Capricorn	229	6,7	5,7	15,4	56,1	16,1	**100,0**
Mopani	220	12,0	7,5	21,0	42,0	17,5	**100,0**
Sekhukhune	187	10,6	6,5	21,3	43,9	17,7	**100,0**
Vhembe	277	8,1	5,7	22,9	48,4	14,9	**100,0**
Waterberg	155	12,7	7,1	29,2	37,2	13,9	**100,0**
Limpopo	**1 068**	**9,7**	**6,4**	**21,5**	**46,3**	**16,0**	**100,0**
Geographic location							
Urban	302	7,3	7,0	19,9	46,7	19,0	**100,0**
Rural	766	10,7	6,2	22,2	46,1	14,8	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

Table 4.15 indicates the arrival time of workers at their place of work. In Limpopo, more than 45% of the workers' arrival time was from 07:00 to 07:59 (46,3%) in the morning. More than five in ten workers in Capricorn (56,1%) arrived at 07:00 or later.

Irrespective of geographic locations, most workers reached their workplace between 07:00 and 07:59 in the mornings. This showed a nearly similar percentage in both geographic locations (46,7% in urban areas and 46,1% in rural areas). Notwithstanding, significantly 22,2% of workers in rural areas reached their places of work between 06:30 and 06:59 in the morning.

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

District municipality	Number of workers who walked to first public transport ('000)	Walking time (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Capricorn	58	56,2	24,4	17,3	2,1	**100,0**
Mopani	75	40,4	29,1	13,7	16,8	**100,0**
Sekhukhune	46	42,2	27,7	18,4	11,7	**100,0**
Vhembe	84	44,4	28,5	15,6	11,5	**100,0**
Waterberg	22	39,1	34,0	19,2	7,7	**100,0**
Limpopo	**286**	**45,0**	**28,1**	**16,2**	**10,7**	**100,0**

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

Roughly 45,0% of workers in Limpopo walked up to five minutes to their first public transport, followed by 28,1% of those who walked between six minutes and ten minutes. Approximately ten per cent of workers (10,7%) walked for more than 15 minutes to get to their first public transport.

More than half of workers in Capricorn (56,2%) walked up to five minutes to the first public transport. About 34,0% of workers in Waterberg walked between 6 to 10 minutes, while 19,2% walked between 11 to 15 minutes. Table 4.16 further depicts that more than sixteen per cent of the workers in Mopani (16,8%) walked more than 15 minutes to their first public transport.

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

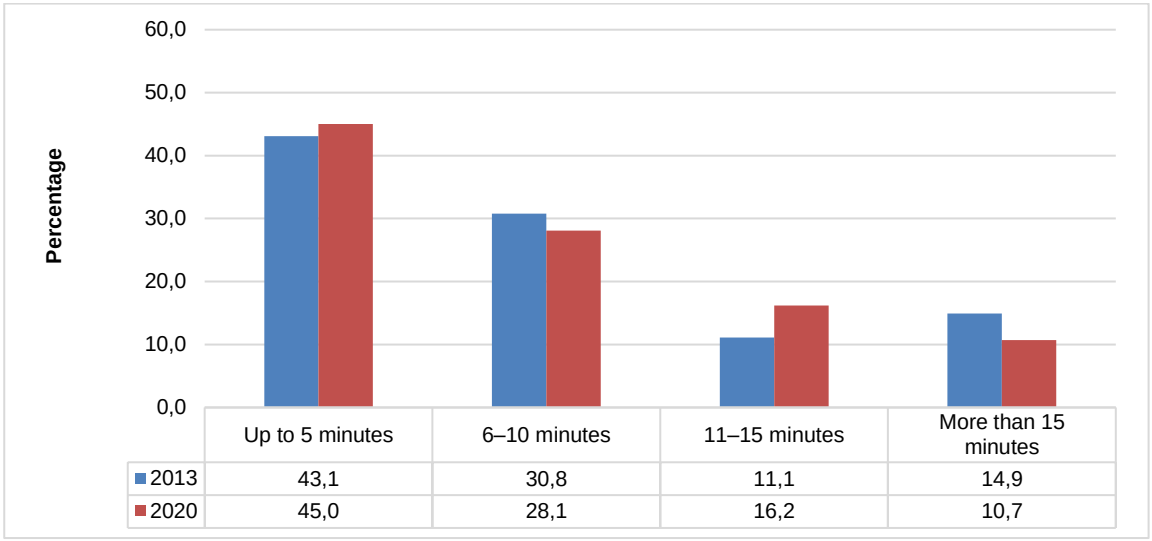


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 14,9% in 2013 to 10,7% in 2020. While the percentage of workers who walked up to 5 minutes increased from 43,1% in 2013 to 45,0% in 2020, which represents a 1,9 percentage-point increase.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	
Bus	63	40,5	29,5	19,5	10,5	**100,0**
Taxi	177	45,4	29,0	15,7	9,9	**100,0**
Total	**240**	**44,1**	**29,1**	**16,7**	**10,0**	**100,0**

Totals used to calculate percentages excluded unspecified cases.

Table 4.17 presents workers' walking time to the first public transport by mode of transport. Significantly more of the taxi users (45,4%), as opposed to bus users (40,5%), said they walked up to five minutes to get to their first transport. A significant percentage of bus users (10,5%) indicated that they walked for more than 15 minutes to their first public transport.

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

District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Capricorn	52	82,0	14,2	0,4	3,4	**100,0**
Mopani	53	57,3	19,0	6,4	17,4	**100,0**
Sekhukhune	37	67,3	22,6	3,7	6,4	**100,0**
Vhembe	74	65,7	24,2	5,8	4,4	**100,0**
Waterberg	15	62,5	24,5	9,0	3,9	**100,0**
Limpopo	**231**	**67,5**	**20,5**	**4,6**	**7,5**	**100,0**

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

Table 4.18 indicates that six in ten workers in Limpopo (67,5%) who used public transport waited up to five minutes for their first public transport, about two in ten (20,5%) waited between 6 to10 minutes, and 7,5% waited for more than 15 minutes. In Capricorn, 82,0% of workers waited for up to five minutes, 14,2% waited between 6 to 10 minutes, and 3,4% waited for more than 15 minutes. More than half of the workers in Mopani (57,3%) waited up to five minutes, 19,0% waited between 6 to 10 minutes, and 17,4% waited for more than 15 minutes.

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

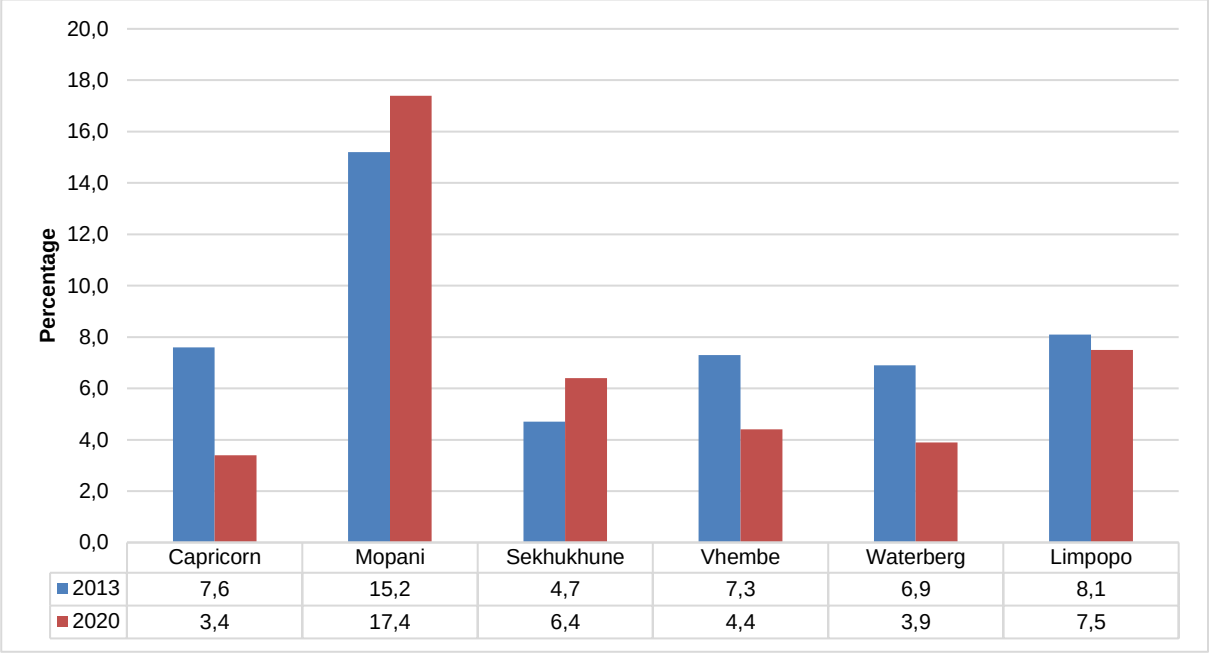


Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all district municipalities except in Mopani and Sekhukhune where the percentage increased.

Table 4.19: Workers by district municipality and waiting time for first public transport (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
Capricorn	7	18,0	5,7	*	*	45	30,0	21,5	2,7	12,4
Mopani	13	22,1	20,9	23,3	23,4	42	19,0	23,0	36,8	64,1
Sekhukhune	8	10,2	18,4	7,6	24,8	29	17,6	16,8	16,0	10,1
Vhembe	30	43,2	53,1	69,1	51,8	44	27,4	27,1	24,3	8,6
Waterberg	3	6,5	1,8	*	*	13	5,9	11,6	20,2	4,9
Limpopo	**61**	**100,0**	**100,0**	**100,0**	**100,0**	**172**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.19 presents the findings for workers who used public transport and the times they waited for their taxis and buses. There were more taxi commuters (172 000) than bus commuters (61 000) in the province.

Most of the workers who waited up to five minutes for their first bus were from Vhembe (43,2%) and Mopani (22,1%). Workers who used taxis as their public transport and waited for more than 15 minutes were more likely to come from Mopani (64,1%) and Capricorn (12,4%).

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

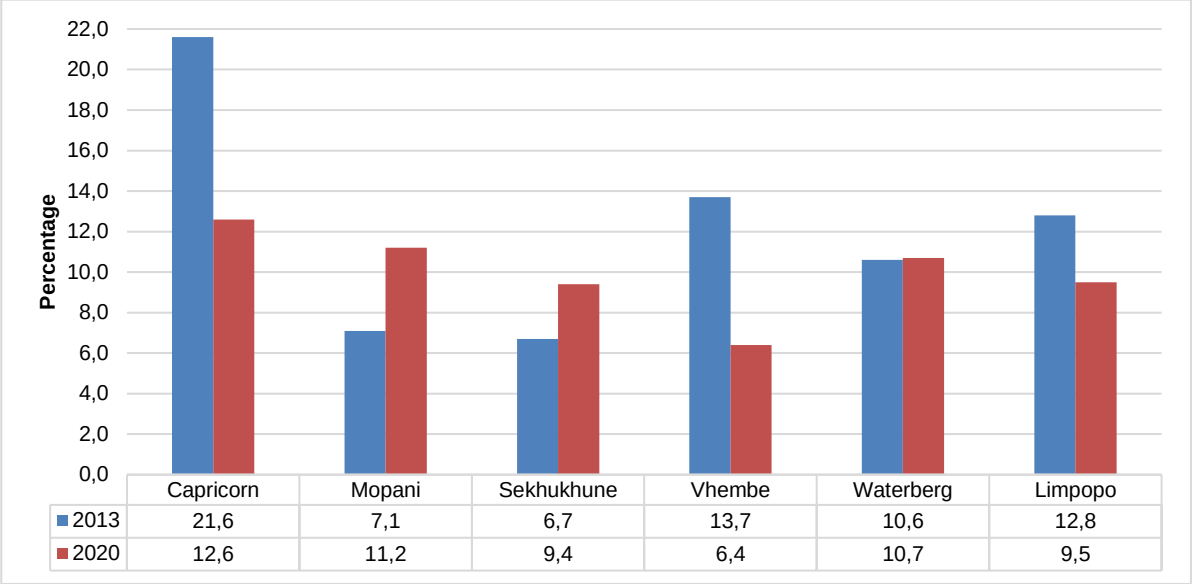
District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Capricorn	37	63,5	16,3	7,5	12,6	**100,0**
Mopani	50	60,8	17,1	10,9	11,2	**100,0**
Sekhukhune	31	65,5	15,5	9,6	9,4	**100,0**
Vhembe	72	65,5	15,3	12,8	6,4	**100,0**
Waterberg	14	62,5	18,4	8,5	10,7	**100,0**
Limpopo	**204**	**63,8**	**16,1**	**10,6**	**9,5**	**100,0**

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

Table 4.20 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Provincially, about three out of five commuters walked five minutes or less to get to their final destination (63,8%), and a further 16,1% walked between 6 and 10 minutes. Approximately eleven per cent of Limpopo workers walked between 11 and 15 minutes after alighting from their transport (10,6%).

Sekhukhune and Vhembe both had the same and the highest percentages of commuters who walked for 5 minutes or less to their place of work (both at 65,5%). About 12,6% of Capricorn workers, 11,2% in Mopani and 10,7% in Waterberg 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



By comparison, Mopani, Sekhukhune and Waterberg observed an increase in the percentage of individuals who walked for 15 minutes or more, while Capricorn and Vhembe observed a decrease in the percentage of individuals who walked for 15 minutes or more.

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

District municipality	Total (`000)	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
Capricorn	6	9,9	18,6	1,5	13,9	31	20,7	17,9	18,3	27,8
Mopani	13	24,6	20,5	21,8	16,4	37	22,9	27,5	26,8	34,0
Sekhukhune	5	7,3	7,6	9,0	24,1	26	18,6	16,7	16,2	11,7
Vhembe	29	51,5	53,3	67,7	45,6	43	30,9	27,4	30,2	15,5
Waterberg	2	6,7	*	*	*	12	6,9	10,4	8,4	10,9
Limpopo	**55**	**100,0**	**100,0**	**100,0**	**100,0**	**149**	**100,0**	**100,0**	**100,0**	**100,0**

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

Approximately 45,0% of workers who used buses and walked more than 15 minutes at the end of the work trip to reach their work place were from Vhembe (45,6%), followed by those from Sekhukhune (24,1%) and Mopani (16,4%). Once more, slightly more than two-thirds of workers who travelled by bus and walked between 11 and 15 minutes to reach their workplace were from Vhembe (67,7%) and 21,8% from Mopani.

Of those workers who travelled by taxi and walked for more than 15 minutes to reach their workplace, 34,0% were from Mopani, followed by Capricorn at 27,8%, and 15,5% were from Vhembe.

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

Main mode of travel and total time in minutes	District municipality					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Bus						
Mean (minutes)	76	71	76	81	56	**75**
1–30	4,8	21,5	16,7	13,8	26,4	**15,4**
31–60	38,0	32,3	36,4	26,0	44,6	**32,3**
61+	57,2	46,1	46,9	60,2	29,0	**52,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	55	57	59	48	51	**54**
1–30	26,8	25,5	31,5	42,3	34,6	**31,4**
31–60	50,6	43,5	34,7	35,2	47,7	**42,6**
61+	22,6	31,0	33,8	22,5	17,6	**26,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver						
Mean (minutes)	45	43	45	39	29	**40**
1–30	53,1	55,1	52,0	54,0	75,3	**58,7**
31–60	26,2	32,8	25,7	35,9	14,4	**26,3**
61+	20,8	12,1	22,3	10,2	10,3	**14,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger						
Mean (minutes)	55	50	60	48	34	**50**
1–30	40,3	34,0	39,6	38,8	66,5	**40,4**
31–60	29,9	49,3	24,6	42,2	21,6	**38,0**
61+	29,8	16,7	35,8	19,0	11,9	**21,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way						
Mean (minutes)	35	34	32	33	24	**32**
1–30	66,3	70,5	68,1	66,9	78,2	**69,3**
31–60	23,2	17,0	22,5	27,3	18,1	**22,3**
61+	10,5	12,5	9,4	5,8	3,7	**8,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

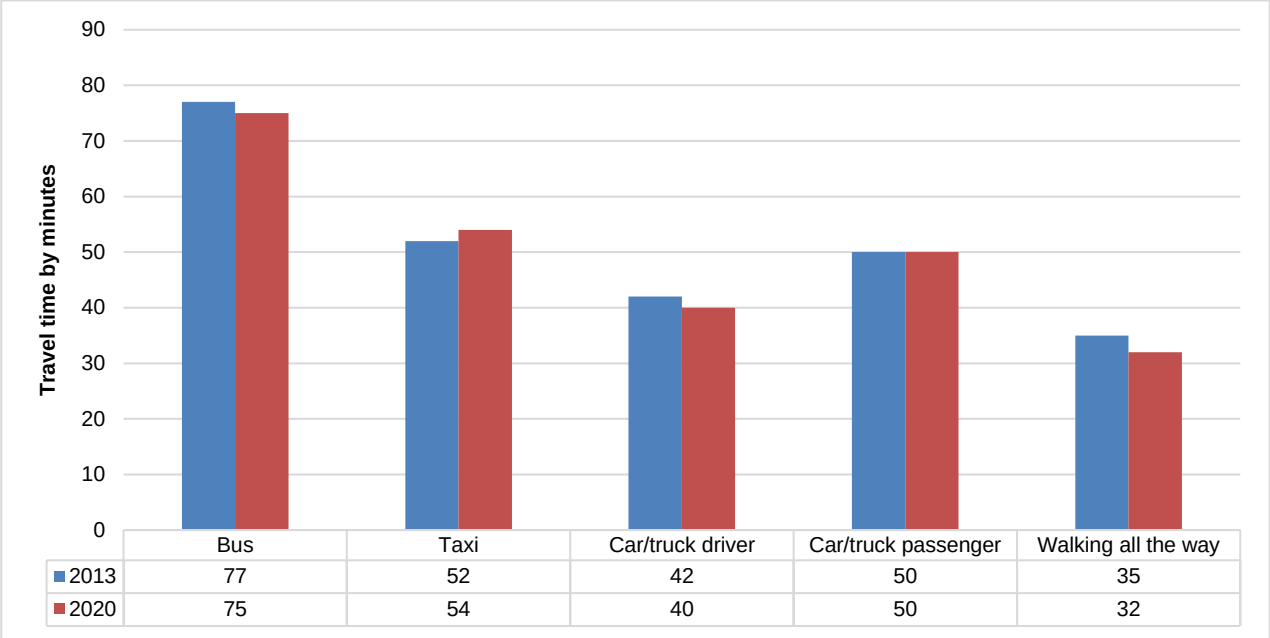
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travelled time

Provincially, more than five in ten workers using a bus tended to travel for more than 60 minutes to work, as shown in Table 4.22. In Vhembe and Capricorn and Sekhukhune, the time taken to travel by bus was mostly more than an hour. On average it takes 75 minutes to reach place of work when travelling by bus.

Most of the workers who travelled by taxi took between 31 to 60 minutes to reach their place of work (42,6%), followed by 31,4% of workers who needed 30 minutes or less to reach their destination and 26,0% needed more than an hour. Vhembe (42,3%), Waterberg (34,6%) and Sekhukhune (31,5%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi.

The highest proportion of workers who walked all the way or used a car/bakkie/truck as a passenger or driver travelled for 30 minutes or less. Workers who drove to their place of work for more than an hour were mostly found in Sekhukhune (22,3%) and Capricorn (20,8%). In Limpopo, for those who walk all the way to work, it takes an average of 32 minutes to walk from their place of residence all the way to work.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	77	52	42	50	35
2020	75	54	40	50	32

Figure 4.9 shows that overall, between 2013 and 2020, the average travel time for work has decreased across all modes of transport, with the exception of those who travelled by taxi and those who travelled by car as drivers. The highest decrease is observed among those who walked all the way to reach their destination, as shown in Figure 4.9.

In 2020, workers who used public transport experienced long travel times in the morning to access their workplace; bus users travelled for 75 minutes, while taxi users travelled 54 minutes. Those who travelled by car/bakkie/truck as a passenger needed 50 minutes, and those who drove took 40 minutes.

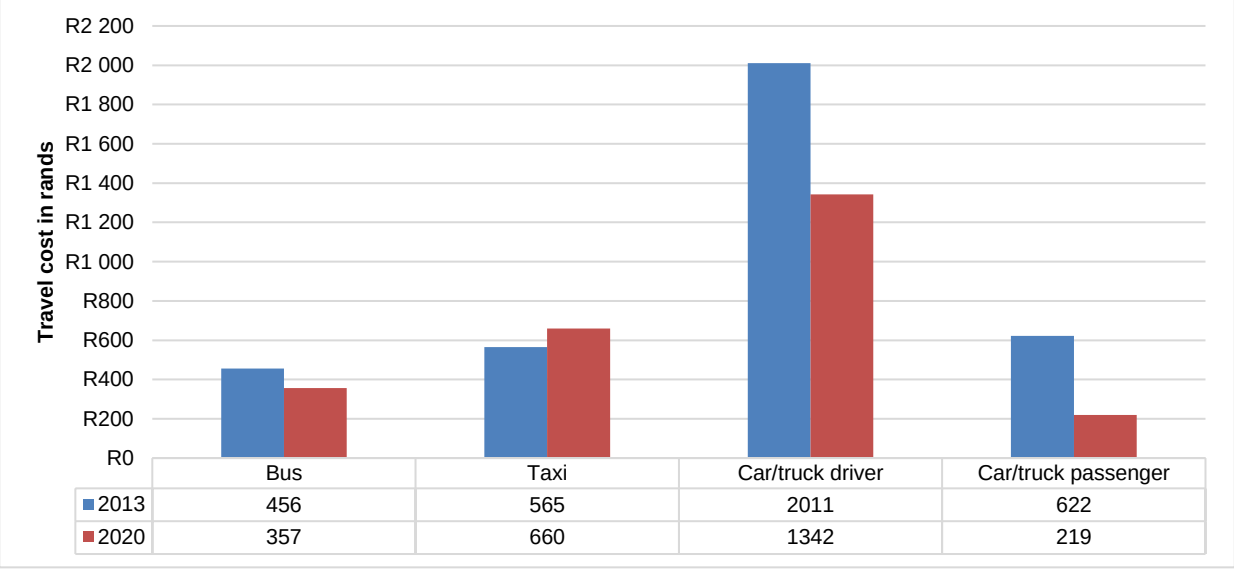
Table 4.23: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in rand	District municipality					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Bus						
Mean(rand)	475	370	247	381	206	**357**
1-100	*	1,2	*	*	20,3	**1,0**
101-200	9,8	1,7	6,6	*	*	**2,9**
200+	90,2	97,0	93,4	100,0	79,7	**96,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean(rand)	608	506	703	777	826	**660**
1-100	1,1	*	0,8	*	1,1	**0,6**
101-200	0,3	1,0	1,5	0,8	2,6	**1,0**
200+	98,6	99,0	97,7	99,2	96,3	**98,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean(rand)	1127	1005	1404	1710	1413	**1342**
1-100	2,1	*	*	2,0	5,0	**2,2**
101-200	1,9	5,5	3,6	1,0	1,9	**2,4**
200+	96,0	94,5	96,4	97,0	93,1	**95,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean(rand)	241	248	313	67	276	**219**
1-100	11,8	3,6	*	*	*	**4,0**
101-200	*	13,8	5,0	*	11,6	**7,7**
200+	88,2	82,6	95,0	100,0	88,4	**88,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.23 shows that travel costs were the highest for those who drove car/bakkie/truck (R1 342) as their mode of travel, as opposed to taxi users (R660), bus users (R357) and those using a car/bakkie/truck as a passenger (R219).

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



Across all modes of transport, workers' average travel cost has decreased between 2013 and 2020, except for taxi users. The highest decrease is observed among those who used cars as drivers 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 342, followed by taxis (R660) and buses (R357). Using a car/truck as a passenger (R219) was the least expensive mode of travel compared to all the other modes.

Among public transport modes, taxis appeared to be the most expensive public transport mode of travel for workers, with average monthly travel costs of R660.

4.4 Summary

The majority of the working population worked five days per week. Capricorn (63,7%) and Sekhukhune (54,9%) had the highest percentage of workers who worked five days a week. The lowest percentages of workers who worked for five days per week were found in Waterberg (48,5%) and Mopani (48,9%). Workers in urban areas were more likely to work for five days a week compared to rural workers, with about 55,7% of urban workers indicating that they worked five days a week.

There was a slight decrease in the proportion of workers who walked all the way to work in Limpopo between 2013 and 2020. 'Walking all the way' was more likely to occur in Vhembe than anywhere else in the province in 2013 (41,8%) and in 2020 (34,9%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way.

5. Business trips

5.1 Introduction

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

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

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

District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within District/geographical area	Per cent within Limpopo
Capricorn	302,9	38,4	12,7	20,2
Mopani	275,3	36,2	13,2	19,1
Sekhukhune	232,0	31,5	13,6	16,6
Vhembe	333,4	57,0	17,1	30,0
Waterberg	193,5	27,0	13,9	14,2
Limpopo	**1 337**	**190**	**14,2**	**100,0**
Geographic location				
Urban	361,6	62,7	17,3	33,0
Rural	975,4	127	13,0	67,0

Percentages calculated across district municipalities, within Limpopo.

Table 5.1 presents the distribution of people who took business trips during the calendar month preceding the survey by district municipalities. Of the 1,3 million workers aged 15 years and older who were interviewed, only 190 000 indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Vhembe (30,0%), 20,2% were from Capricorn, 19,1% from Mopani, 16,6 from Sekhukhune and 14,2% were from Waterberg. About 67,0% of workers who undertook business trips resided in rural areas, and 33,0% from urban areas.

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

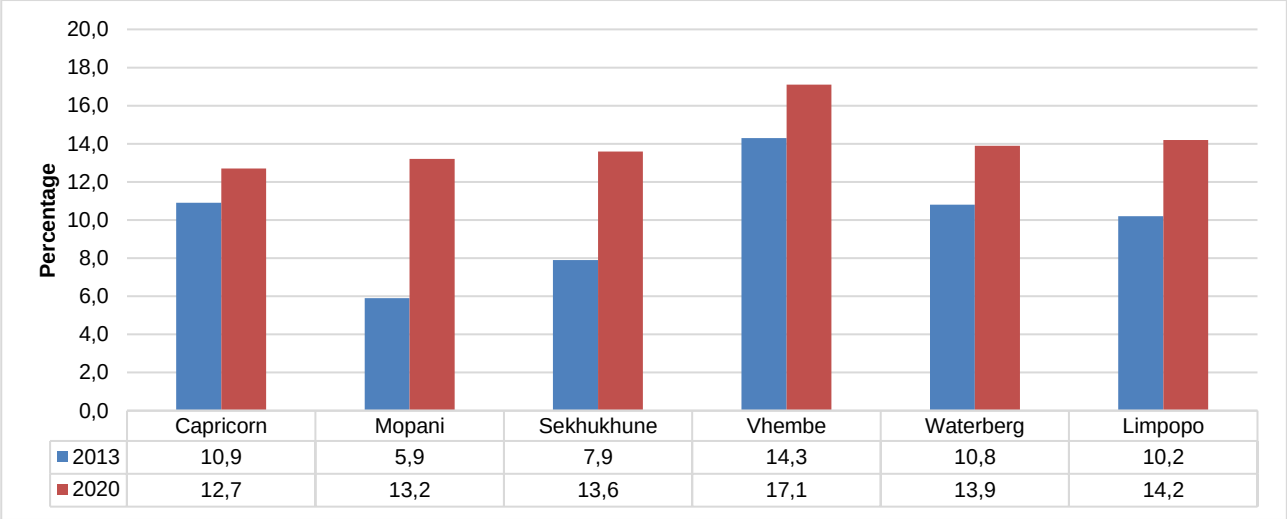


Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipalities. A significant increase in business trips were observed in all district municipalities within the province. Provincially, an increase of +4 percentage points were observed. Mopani observed the largest increase of +7,3 percentage points from 5,9% in 2013 to 13,2% in 2020.

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

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent within district municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Capricorn	38	84,5	7,4	3,4	3,6	1,0	**100,0**
Mopani	36	92,8	3,0	1,9	1,0	1,3	**100,0**
Sekhukhune	31	88,6	8,5	2,4	0,4	*	**100,0**
Vhembe	57	93,6	3,7	*	2,7	*	**100,0**
Waterberg	27	86,0	8,1	*	1,2	4,8	**100,0**
Limpopo	**190**	**89,7**	**5,7**	**1,5**	**2,0**	**1,1**	**100,0**

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

Table 5.2 demonstrates the number of business trips undertaken by workers in Limpopo. Slightly less than ninety per cent (89,7%) of workers indicated that they had undertaken one to five trips during the reference period, followed by 5,7% who undertook six to ten trips and only 1,1% undertook more than 20 trips. Approximately 93,0% of workers undertook one to five business trips in Vhembe (93,6%) during the reference period, while 3,7% undertook between six to ten trips.

In Waterberg, 1–5 business trips were undertaken by 86,0% of workers, followed by those who undertook 6–10 trips (8,1%). Furthermore, 84,5% of the workers who undertook business trips in Capricorn took

1–5 business trips, followed by 7,4% who undertook 6–10 trips, those who undertook 11–15 trips were 3,4% and 3,6% who undertook 16–20 trips. Only one per cent took more than 20 business trips.

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

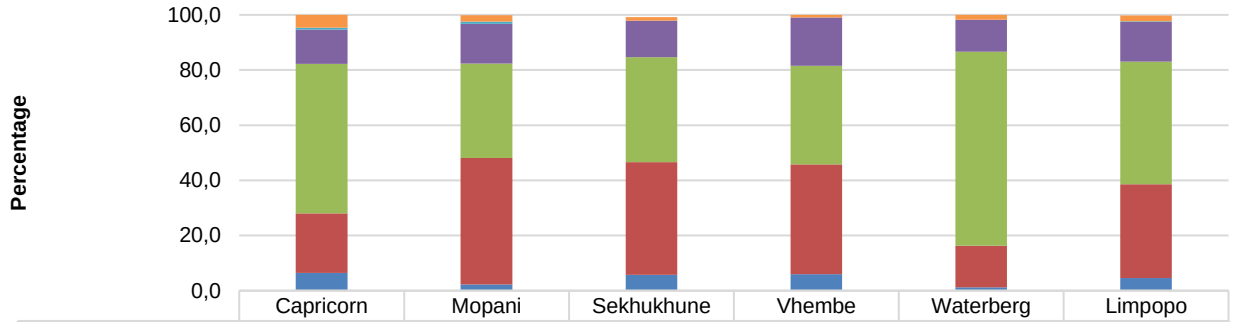
Mode of travel		Statistics ('000)	District municipality					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
	Bus	Number	2	1	2	3	*	**9**
		Per cent	6,4	2,3	5,7	6,0	1,2	**4,6**
	Taxi	Number	8	17	13	23	4	**65**
		Per cent	21,6	45,8	40,9	39,8	15,1	**34,0**
Private transport	Car/truck driver	Number	21	12	12	20	19	**85**
		Per cent	54,2	34,3	38,1	35,7	70,3	**44,5**
	Car/truck passenger	Number	5	5	4	10	3	**27**
		Per cent	12,5	14,3	13,2	17,6	11,6	**14,3**
Aircraft		Number	*	*	*	*	*	**1**
		Per cent	*	*	*	*	*	**0,3**
Other modes		Number	2	1	*	*	*	**4**
		Per cent	4,6	2,4	*	*	*	**2,1**
Total		**Number**	**38**	**36**	**31**	**57**	**27**	**190**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.3 presents the number of business trips made and the mode of travel used. Provincially, most trips were made using a car/bakkie/truck as a driver (44,5%), followed by those who used taxis (34,0%) and a car/bakkie/truck as a passenger (14,3%). A similar pattern was followed across district municipalities, except for Mopani and Sekhukhune, where the largest proportion of business travellers used taxis (45,8% and 40,9%), followed by a car/bakkie/truck as a driver (34,3% and 38,1%).

Travelling by car/truck as a passenger also showed significant percentages of business travellers who used this mode, and out of the fourteen per cent (14,3%) reported provincially, Vhembe (17,6%) had the highest percentage, followed by Mopani and Sekhukhuni at 14,3% and 13,2%, respectively.

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



	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Other modes	4,6	2,4	1,3	0,9	1,8	2,1
Aircraft	0,7	0,8	0,0	0,0	0,0	0,3
Car/truck passenger	12,5	14,3	13,2	17,6	11,6	14,3
Car/truck driver	54,2	34,3	38,1	35,7	70,3	44,5
Taxi	21,6	45,8	40,9	39,8	15,1	34,0
Bus	6,4	2,3	5,7	6,0	1,2	4,6

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by district municipality. Most business travellers (44,5%) travelled by car/truck as a driver. The second most commonly used mode of transport was taxis (34,0%). Taxis were most likely used in Mopani (45,8%), Sekhukhune (40,9%). Seven out of ten business travellers in Waterberg used a car/truck as a driver (70,3%), while at least five in ten travellers in Capricorn also used this mode of transport (54,2%). Aircraft was the least used mode of transport.

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

District municipality of origin	District municipality of destination (per cent within province of origin)					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Capricorn	88,3	2,9	*	3,9	4,9	**100,0**
Mopani	10,8	76,9	1,9	8,5	1,9	**100,0**
Sekhukhune	10,0	10,4	78,2	0,8	0,6	**100,0**
Vhembe	2,9	2,1	*	95,0	*	**100,0**
Waterberg	18,5	*	0,7	3,3	77,5	**100,0**
Limpopo	**23,3**	**16,7**	**12,1**	**37,0**	**10,8**	**100,0**

Percentages calculated within provinces

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

Table 5.4 presents the percentage of business trips by the district municipality of origin and destination. The vast majority of business trips undertaken by workers were within their district municipality of residence. Vhembe (95,0%) and Capricorn (88,3%) had the most business trips undertaken within the district municipality.

The results also show that if business trips were undertaken beyond one's district municipality, Capricorn was the most common business destination and accounted for almost a quarter of business trips in the province (23,3%). Many of these trips originated in Waterberg (18,5%), Mopani at 10,8%, and Sekhukhune at 10,0%. Waterberg was the least preferred business destination with just over 10,0% (10,8%), followed by Sekhukhune at 12,1% of the trips.

5.2 Summary

Of the 1,3 million workers aged 15 years and older who were interviewed, only 0,2 million indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Vhembe (30,0%), 20,2% were from Capricorn, 19,1% from Mopani and 16,6% were from Sekhukhune. Waterberg (14,2%) contributed the least to the provincial business travel count.

Most (44,5%) business trips were made using a private car or truck as the driver. The second most used mode of travel for business trips were taxis at 34,0%. The majority of business trips undertaken by workers were within their district municipalities of residence; however, if business trips were to be taken outside the district municipalities of origin, Capricorn would be the most common business destination.

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

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

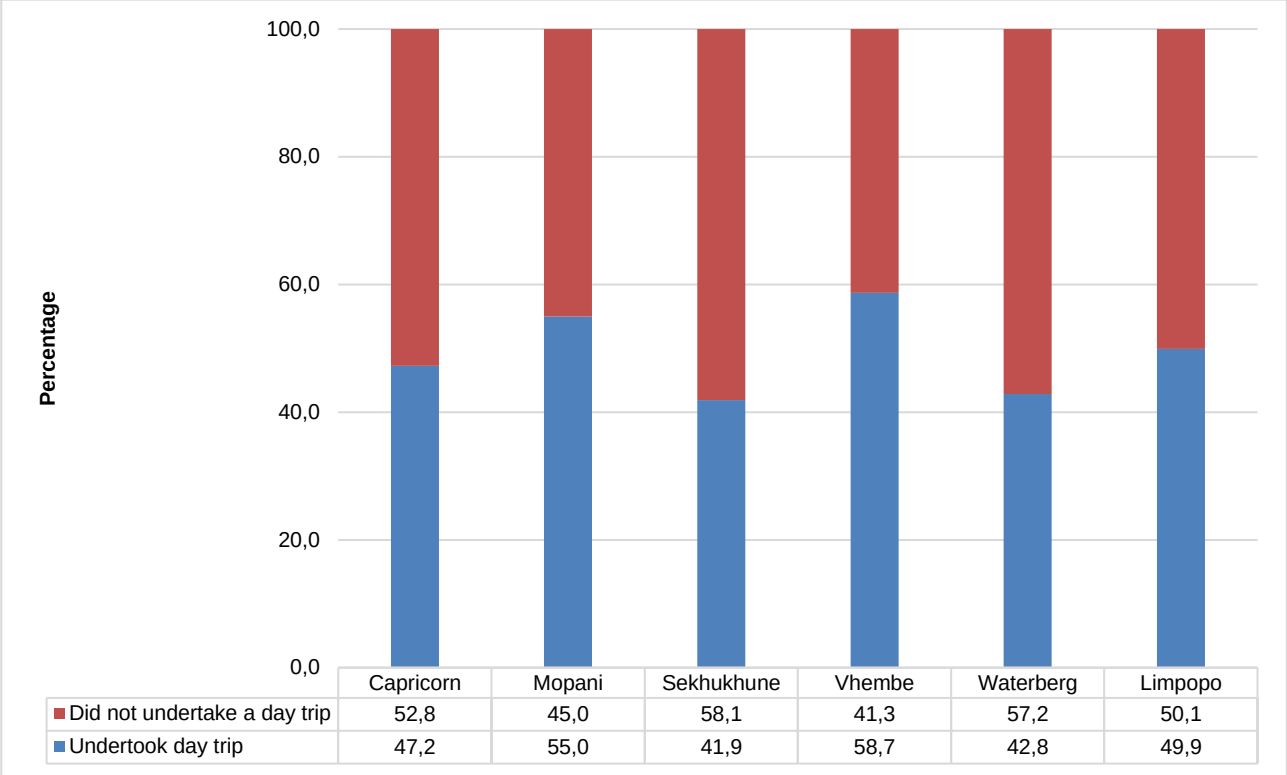
District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in Limpopo
Capricorn	889	420	21,0
Mopani	800	440	22,0
Sekhukhune	812	340	17,0
Vhembe	985	578	28,9
Waterberg	524	224	11,2
Limpopo	**4 010**	**2 002**	**100,0**

Percentages calculated across district municipality, within Gauteng.
Total excludes unspecified day trips.

Table 6.1 summarises the day trips taken away from the usual place of residence in the twelve months prior to the interview. A total of 4 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 twelve months and returning on the same day. About 2 million individuals indicated that they had undertaken day trips.

Vhembe had the highest proportion of persons who had undertaken day trips at 28,9%, followed by Mopani (22,0%) and Capricorn at 21,0%. Waterberg (11,2%) had the smallest proportion of persons who undertook a day trip 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



Percentage calculated within district municipalities.

Almost half of persons aged 15 years and older who reside in Limpopo undertook day trips (49,9%), while the other half did not (50,1%). About 58,7% of persons in Vhembe were most likely to take day trips, followed by Mopani (55,0%), Capricorn (47,2%) and Waterberg (42,8%).

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

	District municipality (per cent within district municipality)					
Main purpose of trip	**Capricorn**	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
Visit friends/family/ancestral home	46,8	31,4	36,2	27,5	53,7	**36,8**
Leisure/holiday	6,0	3,4	5,3	7,5	9,9	**6,2**
Shopping	12,3	35,1	18,8	36,4	12,5	**25,4**
Sporting	1,1	0,9	1,4	4,4	2,8	**2,3**
Funeral	11,5	5,3	6,8	3,2	5,7	**6,3**
Medical	0,9	2,1	2,5	1,6	2,2	**1,8**
Government services	0,6	1,4	1,4	1,6	1,5	**1,3**
Looking for work	5,9	4,4	7,9	6,5	2,9	**5,8**
Wellness (e.g. spa, health farm, etc.)	0,3	0,2	*	*	0,2	**0,1**
Religious/cultural/traditional	8,8	8,3	9,5	6,0	4,6	**7,5**
Wedding	2,7	1,2	4,1	0,5	1,2	**1,8**
Other	3,2	6,3	6,1	4,8	2,8	**4,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
The totals used to calculate percentages excluded unspecified cases

According to Table 6.2, the most common reasons given by persons who undertook day trips in Limpopo were visiting friends/family/ancestral home (36,8%), followed by shopping (25,4%) and Religious/cultural/traditional (7,5%) purposes.

In most municipalities, visiting friends/family/ancestral home was the most common reason given by persons who undertook day trips. The only exceptions were in Vhembe and Mopani, where shopping is the most common purpose of the day trip, with 36,4% and 35 ,1% respectively.

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

Mode of travel		Statistics ('000)	District municipality					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Private transport	Bus	Number	20	28	22	90	12	**172**
		Per cent	4,7	6,3	6,4	15,6	5,5	**8,6**
	Taxi	Number	255	262	218	351	94	**1 180**
		Per cent	60,8	59,6	64,2	60,7	41,9	**59,0**
	Car/truck driver	Number	64	41	41	64	57	**268**
		Per cent	15,3	9,3	12,1	11,2	25,4	**13,4**
	Car/truck passenger	Number	67	60	35	64	55	**281**
		Per cent	16,0	13,6	10,2	11,0	24,6	**14,0**
Other		Number	4	3	1	1	5	**14**
		Per cent	1,1	0,7	0,3	0,2	2,0	**0,7**
Walking		Number	9	46	23	8	1	**87**
		Per cent	2,1	10,5	6,8	1,4	0,4	**4,3**
Total		**Number**	**420**	**440**	**340**	**578**	**224**	**2 002**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows that persons who went on day trips mostly used taxis (59,0%) as their mode of travel. Using a car/bakkie/truck as a passenger (14,0%) was the second most used mode of travel. About 13,4% of day trip travellers used a car/bakkie/truck as a driver to their destinations. Taxis were commonly used by travellers in Sekhukhune (64,2%), followed by Capricorn (60,8%) and Vhembe (60,7%). Mopani had the highest proportion of persons who walked all the way to their destination at 10,5%, followed by Sekhukhune (6,8%) and Capricorn (2,1%).

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Capricorn	889	392	25,6
Mopani	800	361	23,6
Sekhukhune	812	288	18,8
Vhembe	985	329	21,5
Waterberg	524	163	10,6
Limpopo	**4 010**	**1 533**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips

Table 6.4 summarises overnight trips taken away from the usual residence twelve months prior to the interview. Out of the 4 million persons aged 15 years and older, more than 1,5 million indicated that they undertook overnight trips away from their usual place of residence during the preceding twelve months. Capricorn (25,6%) had the highest proportion of persons who undertook overnight trips, and Mopani followed at 23,6%. Waterberg (10,6%) 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

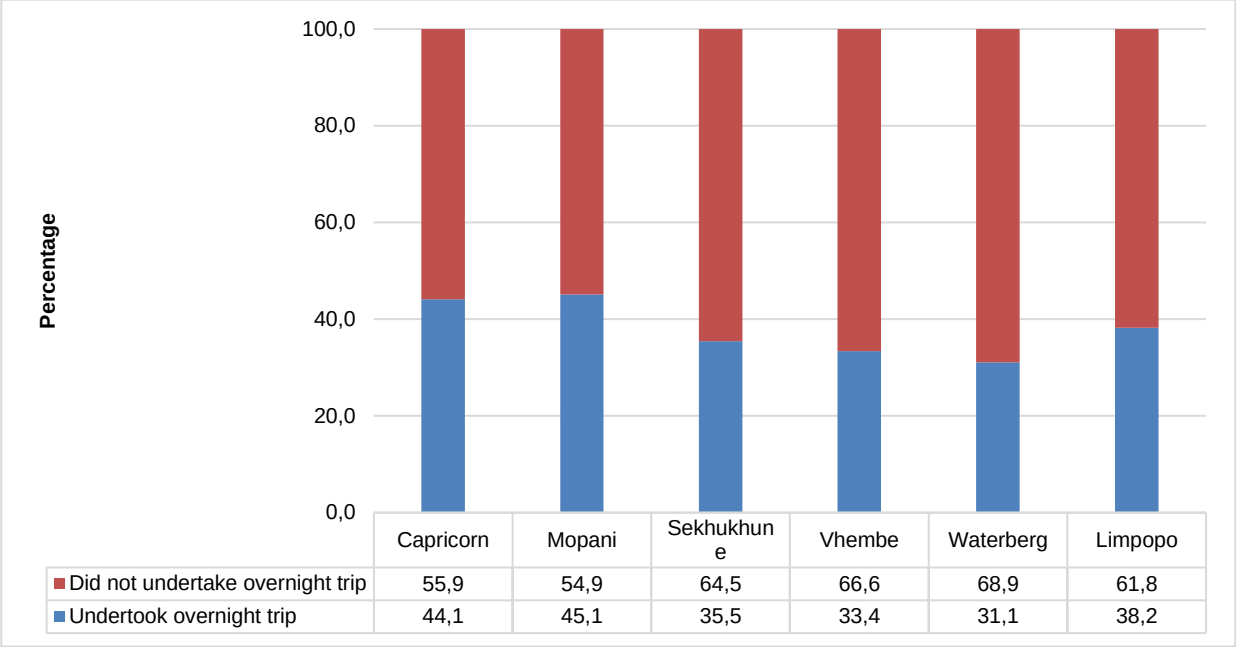


Figure 6.2 shows the percentage of individuals who took overnight trips. Provincially, slightly less than forty per cent undertook overnight trips, with those living in Mopani (45,1%) reporting the highest proportion, followed by Capricorn at 44,1%.

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

Main purpose of trip	District municipality (per cent within district municipality)					
	Capricorn	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
Visit friends/family/ancestral home	56,8	54,0	46,6	53,5	60,1	**53,9**
Leisure/holiday	6,5	6,2	6,1	8,8	9,0	**7,1**
Shopping	1,1	1,3	0,8	1,8	2,0	**1,3**
Sporting	0,5	0,5	0,6	0,3	1,7	**0,6**
Funeral	11,7	15,1	18,4	11,8	10,1	**13,6**
Medical	0,5	0,9	1,1	1,0	2,3	**1,0**
Government services	0,2	0,6	0,4	0,7	0,4	**0,5**
Looking for work	5,5	3,8	6,6	5,2	2,8	**5,0**
Wellness (e.g. spa, health farm, etc.)	*.	0,0	0,1	*	0,1	**0,0**
Religious/cultural/traditional	11,7	12,5	12,2	11,2	8,2	**11,5**
Wedding	2,3	0,9	3,2	0,4	1,0	**1,6**
Other	3,3	4,3	3,9	5,3	2,3	**4,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Visiting friends/family/ancestral home (53,9%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 13,6% of those who said they were travelling to attend funeral. Approximately 12% (11,5%) of persons who undertook overnight trips travelled to attend Religious/ cultural/traditional.

In terms of the district municipalities, the same pattern was observed where visiting friends/family/ancestral home was indicated as the main purpose for undertaking overnight trips. Travelling to attend funerals was most common in Sekhukhune (18,4%) and Mopani (15,1%). Religious trips were important in Mopani (12,5%), Sekhukhune (12,2%), Capricorn (11,7%) and Vhembe (11,2%). Travelling for wellness was the purpose least indicated for undertaking overnight trips across all the provinces

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

Mode of travel		Statistics ('000)	District municipality					
			Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Private transport	Bus	Number	24	48	19	111	8	**211**
		Per cent	6,1	13,4	6,8	33,9	4,8	**13,8**
	Taxi	Number	230	212	192	134	67	**835**
		Per cent	58,6	58,5	66,8	40,8	41,1	**54,4**
	Car/truck driver	Number	62	33	28	33	39	**195**
		Per cent	15,9	9,0	9,8	9,9	24,0	**12,7**
	Car/truck passenger	Number	70	54	30	49	40	**242**
		Per cent	17,8	14,9	10,4	14,8	24,4	**15,8**
Aircraft		Number	1	3	*	1	1	**7**
		Per cent	0,2	1,0	*	0,3	0,7	**0,4**
Other		Number	6	12	18	1	8	**44**
		Per cent	1,4	3,2	6,2	0,2	4,9	**2,9**
Total		**Number**	**392**	**361**	**288**	**329**	**163**	**1 533**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

About 54% (54,4%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck passengers at 15,8%, while 13,8% of travellers made use of buses as their main mode of overnight travel. Only 12,7% preferred a car/bakkie/truck as a driver.

Sekhukhune, Capricorn and Mopani 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 Waterberg (24,4%), followed by Mopani (14,9%).

6.4 Summary

Vhembe had the highest proportion of persons who undertook day trips at 28,9%, followed by Mopani (22,0%) and Capricorn at 21,0%, while Waterberg (11,2%) had the smallest proportion. Provincially, the most common reasons for taking a day trip were visiting friends/family/ancestral home (36,8%), followed by shopping at 25,4% and Religious/cultural/traditional at 7,5%. Travelling by taxi (59,0%) was the main mode of travel used for day trips, followed by travelling by car/bakkie/truck as a passenger and travelling by car/bakkie/truck as a driver at approximately 14%.

More than to 1,5 million respondents indicated that they undertook overnight trips away from their usual place of residence during the preceding twelve months. Capricorn (25,6%) had the highest proportion, followed by Mopani (23,6%), while Waterberg (10,6%) recorded the smallest percentage. Visiting friends/ family/ancestral home (53,9%) was the most common main purpose for undertaking overnight trips, followed by 13,6% of those who said they were travelling to attend funeral. The majority of the overnight trips were undertaken using taxi (54,4%), followed by those who used a car/bakkie/truck as a passenger as their main mode of overnight travel.

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

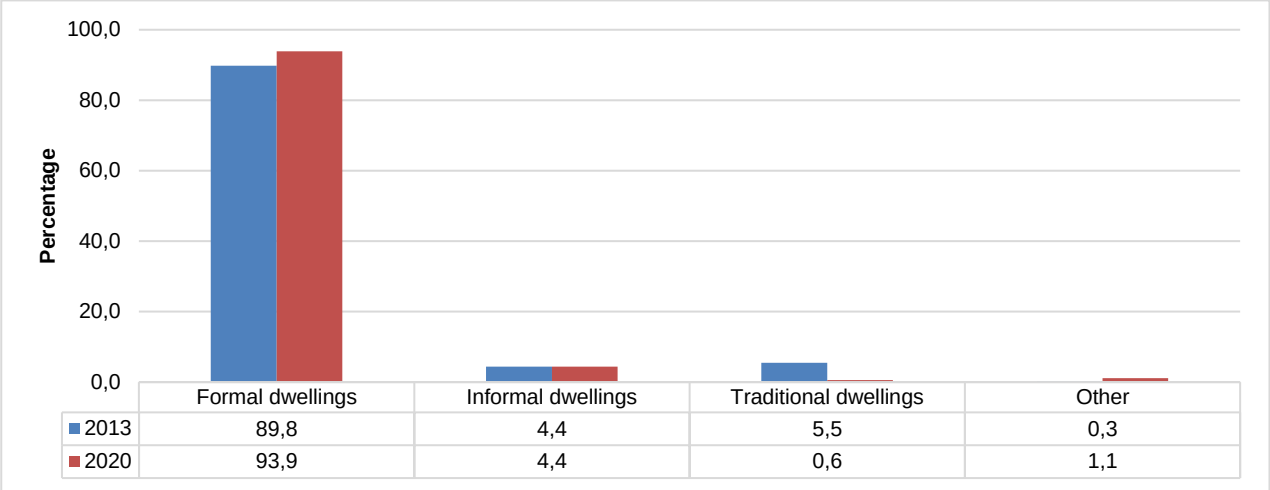
Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020

	District municipality (per cent within district municipality)					
Dwelling type	**Capricorn**	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
2013						
Formal dwellings	95,0	88,7	89,8	87,5	86,4	**89,8**
Informal dwellings	4,2	1,3	5,3	1,4	12,7	**4,4**
Traditional dwellings	0,7	9,9	4,0	11,1	0,3	**5,5**
Other	0,2	0,2	0,9	*	0,5	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020						
Formal dwellings	96,9	89,6	92,5	97,8	90,3	**93,9**
Informal dwellings	2,1	9,9	2,7	0,4	9,5	**4,4**
Traditional dwellings	0,4	0,5	0,5	1,4	0,1	**0,6**
Other	0,6	*	4,4	0,4	*	**1,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The dwelling types of households are provided in Table 7.1. In 2020, Provincially, 93,9% of households lived in formal dwellings, 4,4% in informal dwellings and 0,6% in traditional dwellings. Households residing in informal dwellings were situated mostly in Mopani (9,9%), followed by Waterberg (9,5%) and Sekhukhune (2,7%), while traditional dwellings were mostly likely situated in Vhembe (1,4%).

Figure 7.1: Dwelling type of household, 2013 and 2020



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

Figure 7.1 shows that in 2013, 89,8% of households lived in formal dwellings, which increased to 93,9% in 2020. The percentage of households living in informal dwellings remained the same throughout the years. Furthermore, the percentage of households that lived in traditional dwellings significantly dropped from 5,5% in 2013 to 0,6% in 2020.

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

Source of household income	District municipality (per cent within income source category)					
	Capricorn	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
Salaries	23,5	19,1	15,8	25,0	16,6	**100,0**
Income from business	19,2	23,5	19,7	22,6	15,0	**100,0**
Pensions	29,2	8,7	14,9	16,7	30,5	**100,0**
Grants	20,9	21,2	19,7	27,7	10,5	**100,0**
Remittances	23,1	16,8	13,5	35,2	11,3	**100,0**
Other income	26,7	20,6	12,5	20,0	20,1	**100,0**
Source of household income	**District municipality (per cent within district municipality)**					
	Capricorn	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
Salaries	34,3	31,5	29,7	29,5	40,4	**32,5**
Income from business	5,5	7,7	7,3	5,3	7,2	**6,4**
Pensions	2,7	0,9	1,7	1,2	4,6	**2,0**
Grants	39,8	45,5	48,1	42,6	33,2	**42,2**
Remittances	17,2	14,1	12,9	21,1	14,0	**16,5**
Other income	0,5	0,4	0,3	0,3	0,6	**0,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.2 illustrates the main source of household income by district municipalities. Most households in Limpopo benefited from social grants (42,2%), while 32,5% received income from salaries and wages. Concerning these two income sources, all the district municipalities presented the same pattern except for Waterberg where most households received salaries (40,4%) as compared to 33,2% of those who received grants.

More than sixteen per cent of households in Limpopo received income from remittances (16,5%) and 6,4% received income from business. A large dependence on income from remittances was found in Vhembe (21,1%), Capricorn (17,2%), Mopani (14,1%) and Waterberg (14,0%).

A significant proportion of households received income from pensions (2,0%). The majority of households who received income from pensions (30,5%) lived in Waterberg, followed by those who lived in Capricorn (29,2%) and Vhembe (16,7%).

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Capricorn	325	16,5	15,9	21,8	11,9	13,1	14,4	6,4	**100,0**
Mopani	336	15,0	37,2	18,7	8,5	9,0	8,6	3,0	**100,0**
Sekhukhune	308	16,4	22,5	30,0	13,7	9,5	5,6	2,4	**100,0**
Vhembe	413	5,9	30,6	30,2	11,9	11,7	7,9	1,7	**100,0**
Waterberg	233	41,7	18,5	15,9	8,5	6,8	6,2	2,3	**100,0**
Limpopo	**1 614**	**17,1**	**25,7**	**24,0**	**11,0**	**10,3**	**8,7**	**3,2**	**100,0**
Geographic location									
Urban	295	29,5	17,9	16,5	9,0	10,0	11,8	5,4	**100,0**
Rural	1 319	14,3	27,5	25,7	11,5	10,4	8,0	2,7	**100,0**

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

Table 7.3 shows monthly household expenditure on public transport by District Municipality. Provincially, More than quarter of the households in Limpopo had a monthly expenditure on public transport of between R1 and R100 (25,7%) followed by 24,0% of these who spend between R101 and R200. About 17,1% of the households in the province spent nothing on public transport.

Waterberg (41,7%) had the highest number of households that spend nothing on public transport. 37,2% of the household in Mopani spent between R1 and R100. At least 60% of the households in Vhembe spent less than R200 in public transport monthly. More than six per cent (6,4%) of households spent R1 001 or more on a monthly basis in Capricorn, the second and third largest proportion were found in Mopani (3,0%) and Sekhukhune (2,4%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. Approximately one-third of urban households spent nothing on public transport on a monthly basis (29,5%). In rural areas, only 14,3% spent nothing on public transport. This shows that rural areas are largely dependent on public transport than urban dwellers.

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
Capricorn	130	12,4	13,1	13,7	21,0	25,9	13,8	**100,0**
Mopani	83	8,1	8,7	12,6	31,2	24,4	15,0	**100,0**
Sekhukhune	68	10,5	15,4	13,3	21,5	27,4	11,8	**100,0**
Vhembe	134	23,3	12,2	7,4	25,3	16,2	15,7	**100,0**
Waterberg	66	22,1	25,9	8,8	19,5	17,5	6,1	**100,0**
Limpopo	**481**	**15,7**	**14,2**	**11,0**	**23,8**	**22,0**	**13,2**	**100,0**
Geographic location								
Urban	121	14,2	15,2	7,8	24,3	23,6	15,0	**100,0**
Rural	360	16,3	13,8	12,1	23,7	21,5	12,6	**100,0**

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

Of the households (481 000) that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 70,0% spent R200 and more, while the remaining 30% spent less than R200.

Table 7.4 further shows that Vhembe (15,7%), Mopani (15,0%) and Capricorn (13,8%) 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, urban areas had a higher proportion of households who spent R500 or more monthly on public transport to travel to work (38,6%) when compared to rural areas (34,1%).

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

District municipality	Number of household who completed question (`000)	Monthly household expenditure on public transport (percentage within district municipality)						
		R1 – R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Capricorn	106	10,1	15,7	16,6	24,3	24,1	9,2	**100,0**
Mopani	74	10,2	26,1	17,4	22,5	21,5	2,4	**100,0**
Sekhukhune	60	6,9	21,6	24,1	23,0	18,3	6,1	**100,0**
Vhembe	128	10,0	21,0	23,8	26,6	15,4	3,2	**100,0**
Waterberg	42	15,1	31,9	7,3	18,7	23,0	4,1	**100,0**
Limpopo	**410**	**10,1**	**21,7**	**19,2**	**23,9**	**19,9**	**5,1**	**100,0**
Geographic location								
Urban	87	8,0	22,0	16,8	18,6	24,3	10,3	**100,0**
Rural	323	10,7	21,7	19,8	25,4	18,7	3,8	**100,0**

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

According to Table 7.5, about 410 000 households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R301 and R500 (23,9%), while 21,7% spent between R101 and R200 and 19,9% spent between R501 and R1 000.

More than five per cent (5,1%) of households spent more than R1 000 or more on public transport to travel to an educational institution. Most of these households were found in Capricorn (9,2%) and Sekhukhune (6,1%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (77,6%), compared to urban areas (65,4%).

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

District municipality	Number of bicycles (per cent across district municipality, within Limpopo)						
	0 bicycles		1-3 bicycles		3+ bicycles		
	Number (`000)	% within Limpopo	Number (`000)	% within Limpopo	Number (`000)	% within Limpopo	Number (`000)
Capricorn	362	22,4	19	18,1	*	21,9	382
Mopani	309	19,1	33	31,6	*	17,1	342
Sekhukhune	321	19,9	10	9,3	*	16,7	331
Vhembe	407	25,2	6	5,6	1	36,5	413
Waterberg	216	13,4	37	35,5	*	7,9	253
Limpopo	**1 615**	**100,0**	**104**	**100,0**	**2**	**100,0**	**1 721**

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

Table 7.6 indicates the ownership of bicycles in Limpopo. Approximately two million households owned at least one bicycle. A large proportion of those households lived in Waterberg (35,5%), Mopani (31,6%) and Capricorn (18,1%). Vhembe (5,6%) had the lowest proportion of households who owned at least a 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 LIMPOPO)						
	Motorcycle	Company car/bakkie /station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Capricorn	8,2	35,5	25,5	49,8	60,4	25,8	.
Mopani	13,8	14,6	15,6	5,4	11,6	27,0	30,8
Sekhukhune	27,2	10,7	18,5	11,0	15,5	7,3	18,0
Vhembe	14,2	8,6	20,4	19,8	*	23,2	10,2
Waterberg	36,6	30,7	20,1	14,0	12,6	16,8	41,0
Limpopo	**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**
Capricorn	0,6	11,6	60,5	17,4	8,3	1,6	.
Mopani	2,2	9,7	76,0	3,8	3,3	3,5	1,5
Sekhukhune	3,7	6,2	77,9	6,8	3,8	0,8	0,8
Vhembe	1,8	4,6	79,5	11,3	*	2,4	0,4
Waterberg	4,0	14,4	69,0	7,0	2,5	1,5	1,4
Limpopo	**2,3**	**9,7**	**70,9**	**10,4**	**4,1**	**1,9**	**0,7**

Percentages were calculated within vehicle access.
Other includes: Bicycles, station wagon, 4x4s owned by household/relatives/friends

Table 7.7 provides the vehicle ownership status of households with percentages across Limpopo and within each district municipalities. Seven in ten (70,9%) households in the province owned a household car/bakkie, followed by those who had access to a relative's/friend's car/bakkie (10,4%), while only 1,9% had access to a truck. Households with access to a company car/bakkie/station wagon/4x4 accounted for only 9,7%.

Compared to other districts, households in Capricorn (49,8%), Vhembe (19,8%) and Waterberg (14,0%) were most likely to own a household car/bakkie/station wagon/4x4.

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

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

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

	Travel time(per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	58,5	19,8	17,0	4,7	**100,0**
Other shops	22,0	32,7	36,2	9,1	**100,0**
Religious institution	39,4	31,1	11,3	18,3	**100,0**
Medical service	37,4	38,7	18,6	5,3	**100,0**
Post office	25,8	29,4	19,0	25,8	**100,0**
Welfare office	20,2	31,1	26,8	21,9	**100,0**
Police station	24,4	39,3	26,9	9,4	**100,0**
Municipal office	16,6	27,6	36,0	19,8	**100,0**
Home affairs	14,6	28,1	42,2	15,1	**100,0**
Library	10,2	13,1	9,7	67,0	**100,0**
Tribal authority	34,7	25,8	10,7	28,7	**100,0**
Financial services/banks	21,7	32,9	36,5	8,9	**100,0**

Total excludes unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (58,5%) travelled 15 minutes or less, followed by 19,8% who travelled between 16 and 30 minutes. More than 6 in 10 households lived within 30 minutes travel time from religious institutions, medical services and a police station.

Services for which significant percentages of households have to travel more than an hour include a Library (67,0%), tribal authority (28,7%), post office (25,8%) and welfare office (21,9%).

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	47,8	7,2	55,2	38,9	19,7	15,0	15,7	7,2	5,7	7,9	48,6	8,4
Bus	1,3	3,1	1,0	1,0	1,0	1,6	1,8	2,0	2,4	0,6	0,7	2,1
Taxi	37,7	70,3	12,3	42,2	42,4	54,4	62,0	65,0	71,4	20,1	17,9	71,6
Car/bakkie/minibus	2,0	3,7	4,4	3,5	2,0	2,7	2,6	2,3	2,7	0,8	0,9	2,6
Car/bakkie passenger	10,4	13,4	10,0	11,5	10,2	8,6	11,7	11,8	11,7	5,4	4,5	12,9
Other modes	*	0,2	0,3	0,2	0,7	0,1	0,3	0,1	0,2	0,3	0,5	0,2
Do not need to get there	0,3	1,5	12,9	2,2	19,8	15,3	5,3	10,4	5,6	48,2	22,9	1,8
Cannot get there	0,4	0,5	3,8	0,4	4,2	2,4	0,6	1,1	0,4	16,7	3,9	0,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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 taxis were the most highly used mode of travel to access services and public facilities in the province. This was the case for all the services and public facilities, except for Food and grocery shop, religious institutions and tribal authority where majority of the household walked to these facilities. More than seventy per cent of the households used a taxi to go to financial services/banks (71,6%), Home Affairs offices (71,4%) and other shops (70,3%), while 65,0% travelled by taxi for visiting municipal offices and 62,0% travelled by taxi to access police station.

A significant proportion of households can walk to most of the facilities and services. More than fifty per cent of South African households walked to religious institutions (55,2%), while 38,9% walked to a medical service facility and 47,8% walked to food or grocery shops. The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (13,4%), financial services/banks (12,9%) and municipal offices (11,8%). Travelling by bus 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 Limpopo)					
Transport-related problems	**Capricorn**	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
No transport problems	15,5	7,7	7,9	9,9	15,0	**10,9**
Poor condition of roads	15,2	25,2	15,9	25,3	14,9	**19,9**
Rude drivers	2,2	0,5	2,8	1,1	2,0	**1,7**
Overload	6,8	3,7	1,8	10,6	1,5	**5,4**
Congestion	2,3	0,0	0,4	2,5	1,9	**1,5**
Crime	4,2	1,0	2,0	3,0	0,7	**2,3**
Toll fees	0,1	*	*	0,1	0,7	**0,1**
Parking	0,6	*	0,0	0,0	0,1	**0,2**
Other	5,5	2,3	7,7	0,7	4,0	**3,9**
Taxi						
Taxis too expensive	2,9	3,9	12,7	11,1	3,0	**7,2**
Reckless driving by taxi drivers	4,5	1,9	3,5	2,3	1,8	**2,9**
No taxis at specific times	4,9	9,1	2,8	4,0	5,2	**5,1**
Taxis too far	2,8	4,6	5,4	5,6	3,4	**4,5**
No taxis available	1,2	1,2	0,7	1,4	2,5	**1,3**
Bus						
No buses available	9,6	14,7	16,4	8,7	23,0	**13,6**
No buses at specific times	16,0	18,4	12,1	9,8	9,8	**13,2**
Buses too far	2,1	4,0	3,3	2,5	5,0	**3,3**
Buses too expensive	0,7	0,9	0,4	0,3	0,3	**0,5**
Reckless driving by bus drivers	1,5	0,6	1,3	0,3	0,4	**0,8**

*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 eleven per cent (10,9%) of households indicated that they had no transport-related problems. The most important problem mentioned provincially was the poor condition of roads (19,9%). Districts with the most complaints about the condition of roads were Vhembe (25,3%), Mopani (25,2%) and Sekhukhune (15,9%).

Provincially, about fourteen per cent (13,6%) of households identified unavailability of buses as their main transport-related problem. Waterberg (23,0%), Sekhukhune (16,4%) and Mopani (14,7%) had the highest percentage of households that mentioned this particular problem. Approximately thirteen per cent (13,2%) of households selected no buses at specific times as their biggest transport problem. Proportionally, households in Mopani (18,4%), Sekhukhune (12,1%), Vhembe and Waterberg (both at 9,8%) were more likely to be concerned about the bus timetable. Almost seven per cent (7,2%) of households indicated that taxis were too expensive, with Sekhukhune (12,7%) and Vhembe (11,1%) being the dominating provinces with this problem.

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)					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Travel cost	16,6	32,4	53,5	22,3	22,8	**29,1**
Travel time	38,1	36,0	19,3	52,2	18,5	**34,6**
Flexibility	14,5	5,6	7,3	1,4	9,9	**7,5**
Reliability	11,0	4,4	8,8	14,1	10,5	**9,9**
Comfort	6,5	5,9	2,5	1,3	28,1	**7,5**
Distance from home to transport/accessibility	3,9	6,8	2,5	5,8	1,9	**4,4**
Safety from accidents	0,9	1,7	1,5	2,1	4,6	**2,0**
Security from crime	0,4	3,1	1,2	0,2	2,1	**1,3**
Drivers attitude	2,9	*	1,9	0,1	0,7	**1,1**
Timetable not available/ information inaccurate	1,9	0,1	0,1	*	0,2	**0,5**
Other	3,4	4,1	1,5	0,4	0,8	**2,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/ information not accurate

According to Table 7.11, travel time (34,6%) and travel costs (29,1%) were the biggest determinants of modal choice. Households in Vhembe (52,2%) and Capricorn (38,1%) cited that travel time influenced their choice of mode of transport, while 53,5% of households in Sekhukhune and 32,4% in Mopani were most concerned about travel costs.

Flexibility as a factor influencing the household's mode of transport was more popular in Capricorn (14,5%) and Waterberg (9,9%). Other factors that influenced households' mode of transport were reliability (9,9%), flexibility (7,5%) and comfort (7,5%).

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 province
Capricorn	Travel time	38,1
	Travel cost	16,6
	Flexibility	14,5
Mopani	Travel time	36,0
	Travel cost	32,4
	Comfort	5,9
Sekhukhune	Travel cost	53,5
	Travel time	19,3
	Reliability	8,8
Vhembe	Travel time	52,2
	Travel cost	22,3
	Reliability	14,1
Waterberg	Travel Comfort	28,1
	Travel cost	22,8
	Travel time	18,5
Limpopo	**Travel time**	**34,6**
	Travel cost	**29,1**
	Reliability	**9,9**
Geographic location		
Urban	Travel time	31,5
	Travel cost	21,1
	Flexibility	14,3
Rural	Travel time	35,3
	Travel cost	31,1
	Reliability	10,2

Total used to calculate percentages excluded unspecified cases.

Table 7.12 compares the factors influencing households' choices of mode of travel. Travel time came out on top in many districts, such as Vhembe (52,2%), Capricorn (38,1%), and Mopani (36,0%). Travel cost was another factor mentioned by households, with large percentages to be found in Sekhukhune (53,5%) and Mopani (32,4%). Households in urban areas were influenced mostly by travel time and travel costs (31,5% and 21,1% respectively), as was also the case with rural households (35,3% and 31,1%, respectively).

Figure 7.2: Most important factors influencing household's choice of mode of travel, 2013 and 2020

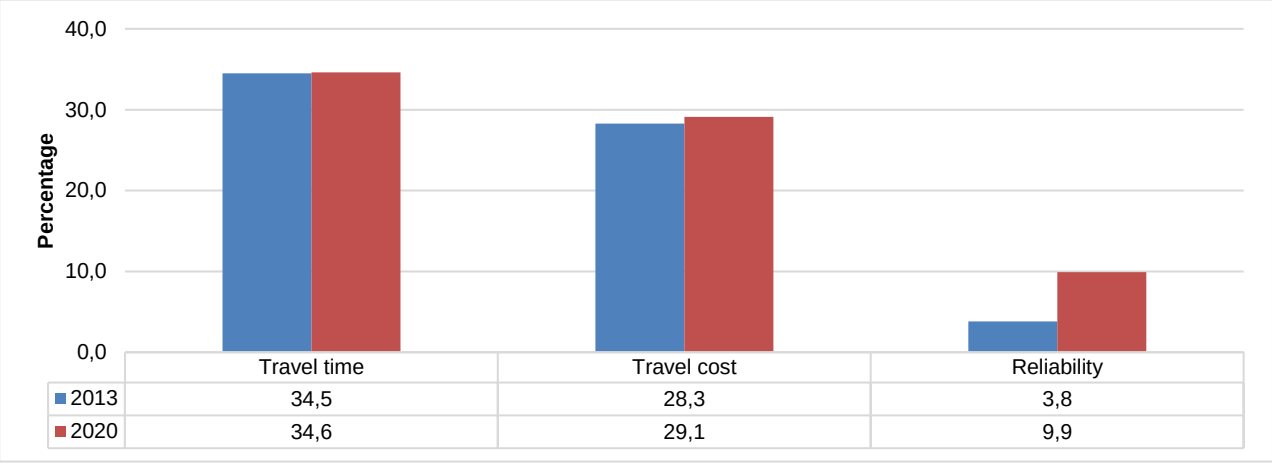


Figure 7.2 shows that travel cost, travel time and reliability remain the top three factors influencing the household's travel mode of choice. In 2020, about 35% (34,6%) of households identified travel time as the biggest determinant of modal choice, followed by travel cost (29,1%) and reliability (9,9%). The same pattern with almost equal percentage was also observed 2013, but in this case reliability had a smaller proportion than in 2020 (3,8%).

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

Mode of travel	District municipality (per cent within district municipality)					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Bus	27,4	15,4	12,5	26,6	7,6	**19,1**
Taxi	57,2	74,4	76,7	64,8	57,6	**66,3**
Car/bakkie/truck driver	10,7	6,7	6,1	5,7	24,1	**9,8**
Car/bakkie/truck passenger	1,2	1,7	2,4	2,4	5,2	**2,4**
Walking all the way	2,8	1,6	1,0	0,4	4,3	**1,9**
Other	0,1	0,2	0,0	*	0,5	**0,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.13 displays the main mode of travel most often used by households. Taxis were the main mode with 66,3%, followed by buses (19,1%) and then Car/bakkie/truck as a driver at 9,8%. Taxis were mainly used in all districts, Sekhukhune at 76,7%, Mopani at 74,4%, and Vhembe at 64,8%. Buses, however, were more common in Capricorn (27,4%), Vhembe (26,6%) and Mopani (15,4%). In all five districts, taxi usage was over 50%.

7.5 Household use of public transport at a glance

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

Location		Mode of travel (per cent within district municipality)			
		Taxis		Buses	
District municipality		**2013**	**2020**	**2013**	**2020**
Capricorn	Number	*	315	*	122
	Per cent	75,2	72,1	33,4	27,9
Mopani	Number	*	296	*	62
	Per cent	79,9	82,7	53,2	17,3
Sekhukhune	Number	*	298	*	61
	Per cent	87,2	82,9	40,3	17,1
Vhembe	Number	*	317	*	174
	Per cent	76,5	64,5	48,6	35,5
Waterberg	Number	*	149	*	20
	Per cent	75,0	88,2	29,8	11,8
Limpopo	**Number**	*****	**1 374**	*****	**440**
	Per cent	**78,7**	**75,8**	**41,7**	**24,2**
Geographic location					
Urban	Number	*	229	*	34
	Per cent	67,3	87,2	19,8	12,8
Rural	Number	*	1 146	*	406
	Per cent	82,0	73,8	47,9	26,2

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

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, about three-quater of households in Limpopo used taxis (75,8%), followed by 24,2% of households who used buses. Households in Waterberg (88,2%), Sekhukhune (82,9%) and Mopani (82,7%) had the highest percentage of taxi usage as their mode of travel. More than thirty-five per cent of households in Vhembe (35,5%) indicated that they used buses as their mode of travel. Bus usage decreased in 2020 as compared to 2013 usage in all district municipalities within the province.

In urban and rural areas, the same pattern emerges: taxis were the most common mode of transport, followed by buses. Rural areas were more likely to use buses (26,2%) than in urban areas (12,8%).

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

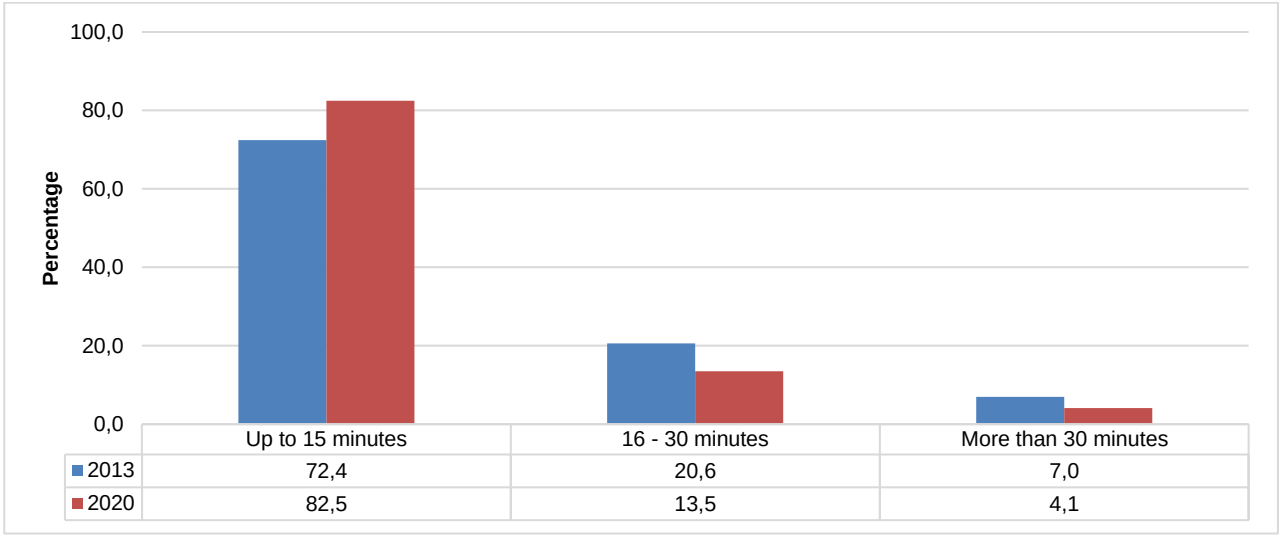
	Time category (per cent within district municipality)				
District municipality	**1- 15 mins**	**16 - 30 min**	**31 - 60 min**	**> 60 min**	**Total**
Capricorn	86,2	10,4	3,3	0,1	**100,0**
Mopani	79,3	15,3	5,2	0,2	**100,0**
Sekhukhune	80,2	16,1	3,4	0,3	**100,0**
Vhembe	85,7	11,5	2,4	0,4	**100,0**
Waterberg	77,9	15,7	4,3	2,1	**100,0**
Limpopo	**82,5**	**13,5**	**3,6**	**0,5**	**100,0**
Geographic location					
Urban	86,4	9,2	4,0	0,5	**100,0**
Rural	81,6	14,4	3,5	0,5	**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. Provincially, most households walked for fifteen minutes or less to their nearest taxi rank/route (82,5%). A further 13,5% of households walked 16–30 minutes and 3,6% 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, Capricorn had the highest proportion with 86,2%, followed by Vhembe (85,7%). Sekhukhune and Waterberg had the highest proportion of households that walked between 16 and 30 minutes, with 16,1% and 15,7%, respectively. Mopani and Waterberg recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route.

Figure 7.3: 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 than in 2013 (82,5%). A further 13,5% of households walked 16–30 minutes. The percentage of households who

only needed to walk 15 minutes or less to reach a taxi rank increased from 72,4% in 2013 to 82,5% in 2020. Similarly, the proportion of households who had to walk 30 minutes or more decreased significantly from 7,0% in 2013 to 4,1% 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 district municipality, all reasons combined)					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
2013	Not available	10,4	10,4	40,1	21,4	17,5	**17,8**
	Prefer bus	9,9	10,6	2,5	7,2	*	**6,8**
	Prefer private transport	28,7	25,1	11,4	17,1	39,0	**24,9**
	Can walk	5,9	6,5	2,3	1,9	9,1	**5,2**
	Don't travel much	23,3	12,4	18,8	14,2	4,6	**15,2**
	Reasons relating to service attributes	20,7	34,9	24,5	35,5	26,2	**28,5**
	Other reasons	1,1	*	0,4	2,6	3,6	**1,6**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	11,6	11,5	6,6	15,7	23,5	**15,9**
	Prefer bus	1,8	2,1	8,0	8,6	2,0	**4,8**
	Prefer private transport	28,5	25,6	24,9	14,5	31,5	**24,2**
	Can walk	17,4	9,7	11,3	4,9	12,8	**10,5**
	Don't travel much	11,8	16,5	10,2	5,3	8,2	**9,0**
	Reasons relating to service attributes	20,1	24,2	31,6	50,5	20,0	**31,5**
	Other reasons	8,8	10,5	7,1	0,3	2,0	**4,1**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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

Most districts followed the Provincial trends where persons indicated preferring private transport and reasons related to service attributes as their main reasons for not using minibus taxis. In Sekhukhune, most people indicated ‘non-availability’ (40,1%) as the main reason for not using minibus taxis in 2013; however, in 2020, reasons related to service attributes were mentioned (31,6%).

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

Indicator	Statistics ('000)	District municipality (per cent within district municipality)					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
Not available	Number	10	7	4	28	39	**88**
	Per cent	11,6	11,5	6,6	15,7	23,5	**15,9**
Prefer bus	Number	2	1	5	15	3	**27**
	Per cent	1,8	2,1	8,0	8,6	2,0	**4,8**
Prefer private transport	Number	26	16	15	26	52	**135**
	Per cent	28,5	25,6	24,9	14,5	31,5	**24,2**
Can walk	Number	16	6	7	9	21	**58**
	Per cent	17,4	9,7	11,3	4,9	12,8	**10,5**
Do not travel much	Number	11	10	6	9	14	**50**
	Per cent	11,8	16,5	10,2	5,3	8,2	**9,0**
Reasons relating to service attributes	Number	18	15	19	90	33	**175**
	Per cent	20,1	24,2	31,6	50,5	20,0	**31,5**
Other	Number	8	6	4	1	3	**23**
	Per cent	8,8	10,5	7,1	0,3	2,0	**4,1**
Total	**Number**	**90**	**62**	**62**	**178**	**165**	**557**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Reasons relating to service attributes (31,5%) was the most cited reason for not using minibus taxis in the calendar month preceding the survey, followed by preference of private transport (24,2%) and non-availability (15,9%). The district municipality with the highest proportion of households who mentioned reasons relating to service attributes were Vhembe (50,5%) and Sekhukhune (31,6%). 'non-availability' was most cited in Waterberg (23,5%).

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

Attributes of the minibus taxi service	District municipality (per cent across district municipality)					
	Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
The distance between the taxi rank/route and your home	18,6	30,4	22,1	17,8	11,1	**100,0**
The travel time by taxi	24,2	16,9	26,4	17,0	15,5	**100,0**
Security on the walk to/from the taxi rank	21,8	24,6	22,8	20,4	10,5	**100,0**
Security at the taxi rank	23,8	26,5	25,5	14,7	9,5	**100,0**
Security on the taxis	23,6	23,0	31,3	9,2	13,0	**100,0**
The level of crowding in the taxis	16,2	28,3	12,1	35,8	7,6	**100,0**
Safety from accident	10,3	22,0	33,1	26,0	8,7	**100,0**
The frequency of taxi during peak period	19,0	18,9	26,1	24,4	11,6	**100,0**
The frequency of taxi during off-peak period	20,0	22,1	19,7	24,7	13,5	**100,0**
The waiting time for taxi	21,7	24,6	21,8	21,2	10,7	**100,0**
The taxi fare	20,5	18,6	31,1	20,5	9,3	**100,0**
The facilities at the taxi rank, e.g. shelters	20,5	18,6	31,1	20,5	9,3	**100,0**
Roadworthiness of taxis	20,2	26,4	20,9	23,7	8,8	**100,0**
Behaviour of the taxi drivers towards passengers	19,2	16,7	29,6	22,7	11,8	**100,0**
The taxi service overall	18,3	16,5	33,3	24,2	7,7	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality)**					
	Capricorn	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
The distance between the taxi rank/route and your home	23,7	39,5	30,9	22,9	31,6	**29,9**
The travel time by taxi	22,5	16,8	24,6	15,8	29,9	**21,8**
Security on the walk to/from the taxi rank	22,5	28,7	26,5	22,9	25,7	**25,4**
Security at the taxi rank	21,0	27,2	25,0	14,0	21,5	**22,4**
Security on the taxis	14,0	14,7	20,9	6,2	18,8	**15,4**
The level of crowding in the taxis	28,5	49,0	22,3	62,3	26,4	**36,0**
Safety from accident	15,3	33,5	54,2	40,1	27,1	**35,0**
The frequency of taxi during peak period	24,3	25,2	37,9	29,9	31,6	**30,0**
The frequency of taxi during off-peak period	27,9	31,6	29,5	33,4	38,7	**31,3**
The waiting time for taxi	34,3	40,3	37,0	32,2	38,2	**36,5**
The taxi fare	35,9	34,3	57,9	37,3	35,5	**41,6**
The facilities at the taxi rank, e.g. shelters	47,1	71,1	53,5	57,6	46,9	**55,4**
Roadworthiness of taxis	24,7	21,4	40,2	29,6	31,3	**29,8**
Behaviour of the taxi drivers towards passengers	24,7	23,7	53,1	35,8	24,4	**33,8**
The taxi service overall	27,3	23,6	43,1	16,3	30,6	**29,5**

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. The facilities at ranks (55,4%), cost of taxis (41,6%), The waiting time for a taxi (36,5%), The level of crowding in the taxis (36,0%), , safety from accidents (35,0%) and behaviour of the taxi drivers towards passengers (33,8%) were the attributes most likely to elicit dissatisfaction amongst users. The distance between the taxi rank/route and the home was more prevalent in Mopani (30,4%) and Sekhukhune (22,1%).

Households who were not satisfied with taxi travel time were found more in Sekhukhune (26,4%), Capricorn (24,2%), Vhembe (17,0%) and Mopani (16,9%). The roadworthiness of taxis was of most concern in Mopani (26,4%) and Vhembe (23,7%). These two municipalities also had the highest level of concern about The level of crowding in the taxis with 28,3% and 35,8%, respectively.

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

Attributes of the minibus taxi service	Limpopo (per cent within LIMPOPO)	
	2013	2020
Dissatisfaction		
The facilities at the taxi rank, e.g. shelters	50,4	55,4
The taxi fare	43,9	41,6
The waiting time for taxi	36,7	36,5
The level of crowding in the taxis	25,0	36,0
Safety from accident	30,8	35,0
Behaviour of the taxi drivers towards passengers	29,5	33,8
The frequency of taxi during off-peak period	28,1	31,3
The frequency of taxi during peak period	25,5	30,0
The distance between the taxi rank/route and your home	30,8	29,9
Roadworthiness of taxis	32,4	29,8
The taxi service overall	27,4	29,5
Security on the walk to/from the taxi rank	29,4	24,4
Security at the taxi rank	26,9	22,4
The travel time by taxi	23,2	21,8
Security on the taxis	23,1	15,4

The total used to calculate percentages excluded unspecified cases.

Table 7.19 compares dissatisfaction level with minibus taxi services between 2013 and 2020. In 2020 the proportion of households who indicated facilities at the taxi rank as the reason for was 55,4% in 2020, while the proportion of those who indicated taxi fare was 41,6%. The behaviour of the taxi drivers towards passengers was also cited as the cause of dissatisfaction (33,8%).

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)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Capricorn	88,6	10,2	1,1	0,1	**100,0**
Mopani	82,8	14,3	1,6	1,2	**100,0**
Sekhukhune	79,0	18,4	1,9	0,7	**100,0**
Vhembe	86,6	11,9	1,5	*	**100,0**
Waterberg	81,4	12,2	6,1	0,3	**100,0**
Limpopo	**84,4**	**13,2**	**1,9**	**0,5**	**100,0**

*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 (84,4%) reached their nearest bus stop/station within 15 minutes, and 13,2% took 16 to 30 minutes walking to the bus stop, while 1,9% took between 31 and 45 minutes. Less than one per cent (0,5%) of households indicated that they walked close to an hour to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station, Capricorn (88,6%), Vhembe (86,6%) and Mopani (82,8%) were the most significant contributors. Households in the Sekhukhune were more likely than any other municipality to walk 16 to 30 minutes to the bus station (18,4%), followed by Mopani (14,3%).

Figure 7.4: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020

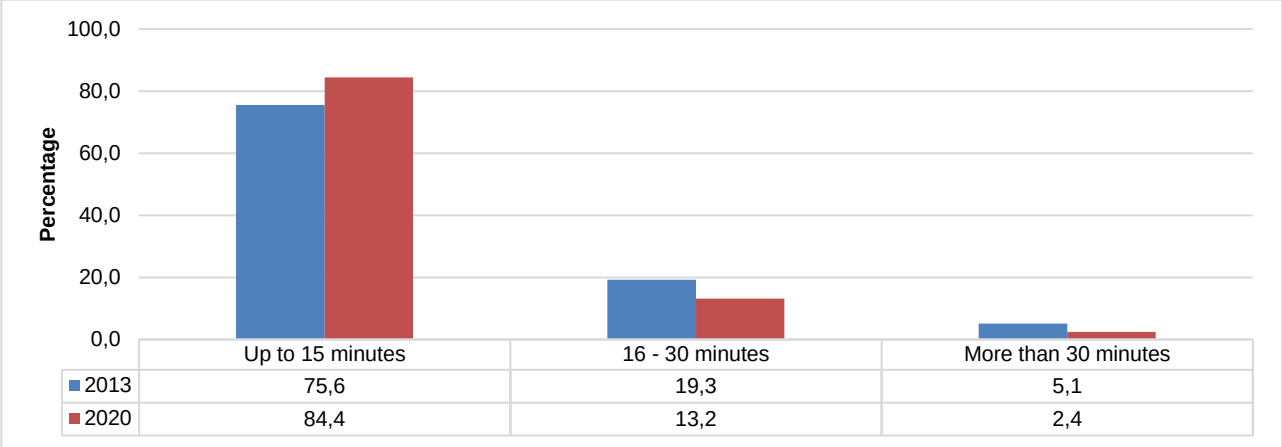


Figure 7.4 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between 1 to 15 minutes to the bus stop/station increased from 75,6% in 2013 to 84,4% in 2020. Those who walked between 16 to 30 minutes decreased from 19,3% in 2013 to 13,2% in 2020. A notable decrease was also observed among those who walked more than 30 minutes (5,1% in 2013 to 2,4% in 2020).

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

Year	Reasons	District municipality (per cent within province, all reasons combined)					
		Capricorn	Mopani	Sekhukhune	Vhembe	Waterberg	Limpopo
2013	Not available	12,7	14,1	15,4	13,9	24,0	**15,9**
	Prefer taxi	24,9	19,2	18,8	34,0	18,2	**23,1**
	Prefer private transport	11,0	8,1	5,4	9,7	13,5	**9,7**
	Can walk	5,7	6,5	2,2	6,9	11,7	**6,6**
	Don't travel much	6,6	11,0	9,3	9,3	3,9	**7,9**
	Reasons relating to service attributes	38,7	40,6	47,9	24,6	27,0	**35,7**
	Other	0,4	0,5	1,0	1,5	1,8	**1,0**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	13,9	21,8	21,7	15,2	36,1	**21,5**
	Prefer taxi	28,6	15,4	30,8	21,3	11,3	**22,0**
	Prefer private transport	11,0	4,1	4,4	5,2	13,6	**7,4**
	Can walk	12,8	3,2	5,2	2,5	3,7	**5,4**
	Don't travel much	5,9	6,3	3,9	9,3	3,9	**5,8**
	Reasons relating to service attributes	24,2	45,7	29,4	46,3	28,9	**35,0**
	Other	2,6	3,5	4,3	0,1	2,3	**2,6**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes buses too expensive, buses too crowded, buses are always late, etc.
*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, reasons related to service attributes (35,7%), taxi preference (23,1%) and non-availability of buses (15,9%) were the top three main reasons cited for not using buses. The

same picture was observed in 2020 were reasons related to service attributes (35,0%), taxi preference (22,0%) and non-availability of buses (21,5%) remained the top three main reasons cited for not using buses.

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

	District municipality (per cent across district municipality)					
Attributes of the bus service	**Capricorn**	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
The distance between the bus stop and your home	25,8	24,9	22,4	21,4	5,5	100,0
The travel time by bus	35,1	19,4	20,5	18,1	6,9	100,0
Security on the walk to/from the bus stop	28,4	18,1	21,9	26,0	5,6	100,0
Security at the bus stop	31,4	15,6	22,1	27,2	3,7	100,0
Security on the buses	32,6	18,0	30,4	14,9	4,1	100,0
The level of crowding in the bus	38,4	16,2	15,0	26,4	4,0	100,0
Safety from accidents	19,0	23,7	24,6	29,0	3,6	100,0
The frequency of buses during peak period	37,5	23,2	16,5	18,9	3,9	100,0
The frequency of buses during off-peak period	38,0	19,6	15,4	23,6	3,5	100,0
The punctuality of buses	32,7	18,8	19,0	24,4	5,0	100,0
The bus fares	18,8	32,0	19,9	21,8	7,6	100,0
The facilities at the bus stop, e.g. toilets, offices	32,5	21,1	14,5	27,5	4,4	100,0
Behaviour of the bus drivers towards passengers	21,9	28,0	28,7	16,6	4,7	100,0
The bus service overall	38,2	19,4	21,6	17,9	2,9	100,0
Availability of information	27,3	16,3	16,9	36,2	3,3	100,0
	District municipality (per cent within district municipality)					
Attributes of the bus service	**Capricorn**	**Mopani**	**Sekhukhune**	**Vhembe**	**Waterberg**	**Limpopo**
The distance between the bus stop and your home	22,1	33,3	41,2	25,1	25,6	29,3
The travel time by bus	34,0	31,4	38,4	23,4	30,8	32,3
Security on the walk to/from the bus stop	21,2	23,2	36,1	28,6	24,4	26,3
Security at the bus stop	25,8	23,2	40,3	32,0	20,5	29,0
Security on the buses	14,4	15,0	26,4	8,6	11,5	15,9
The level of crowding in the bus	58,9	41,5	48,6	54,3	34,6	50,4
Safety from accidents	12,9	28,5	39,4	24,6	15,4	24,1
The frequency of buses during peak period	44,5	47,8	35,2	28,6	29,5	39,2
The frequency of buses during off-peak period	52,5	45,4	40,3	41,7	33,3	45,0
The punctuality of buses	31,3	32,4	37,0	30,3	30,8	32,5
The bus fares	7,7	18,8	14,4	10,3	15,4	12,5
The facilities at the bus stop, e.g. toilets, offices	73,9	83,6	67,1	80,6	59,0	74,5
Behaviour of the bus drivers towards passengers	9,2	19,8	28,7	12,0	12,8	16,4
Availability of information	35,9	31,9	43,5	24,6	17,9	33,3
The bus service overall	33,1	31,4	41,7	61,1	26,9	39,0

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

Table 7.22 shows the dissatisfaction levels with bus services for those who used it by district municipality. The facilities at bus stop (74,5%), The level of crowding in the bus (50,4%), the frequency of buses during off-peak periods (45,0%), the frequency of buses during peak period (39,2%), Availability of information (33,3%) and the bus service overall (39,0%) were the attributes most likely to elicit dissatisfaction amongst users.

The distance between the bus stop and the home was more prevalent in Capricorn (25,8%) and Mopani (24,9%). Households who were not satisfied with the bus service overall were found more in Capricorn (38,2%), Sekhukhune (21,6%) and Mopani (19,4%).

Bus fares were most likely to be problematic in Vhembe (32,0%) and Mopani (21,8%), whilst facilities at the bus stop were an important source of dissatisfaction in Capricorn (32,5%), Vhembe (27,5%), Mopani (21,1%), and Sekhukhune (14,5%).

Table 7.23: Dissatisfaction with bus services by province, 2020

Attributes of the bus service	LIMPOPO (per cent within LIMPOPO)	
	2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	50,9	74,5
The level of crowding in the bus	41,3	50,4
The frequency of buses during off-peak period	27,3	45,0
The frequency of buses during peak period	27,5	39,2
Availability of information	23,0	39,0
The bus service overall	21,2	33,3
The punctuality of buses	23,6	32,5
The travel time by bus	30,7	32,3
The distance between the bus stop and your home	26,4	29,3
Security at the bus stop	26,6	29,0
Security on the walk to/from the bus stop	27,2	26,3
Safety from accidents	25,2	24,1
Behaviour of the bus drivers towards passengers	20,2	16,4
Security on the buses	21,9	15,9
The bus fares	19,8	12,5

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

In 2020, households were mostly dissatisfied with the facilities at the bus stop (74,5%), the level of crowding in the bus (50,4%) and the frequency of bus during off-peak period (45,0%). The majority of households indicate dissatisfaction on lack of availability of information on the bus (39,0%), followed by frequency of bus during peak period (39,2%). Above thirty per cent (33,3%) of households were dissatisfied with the overall bus service.

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.

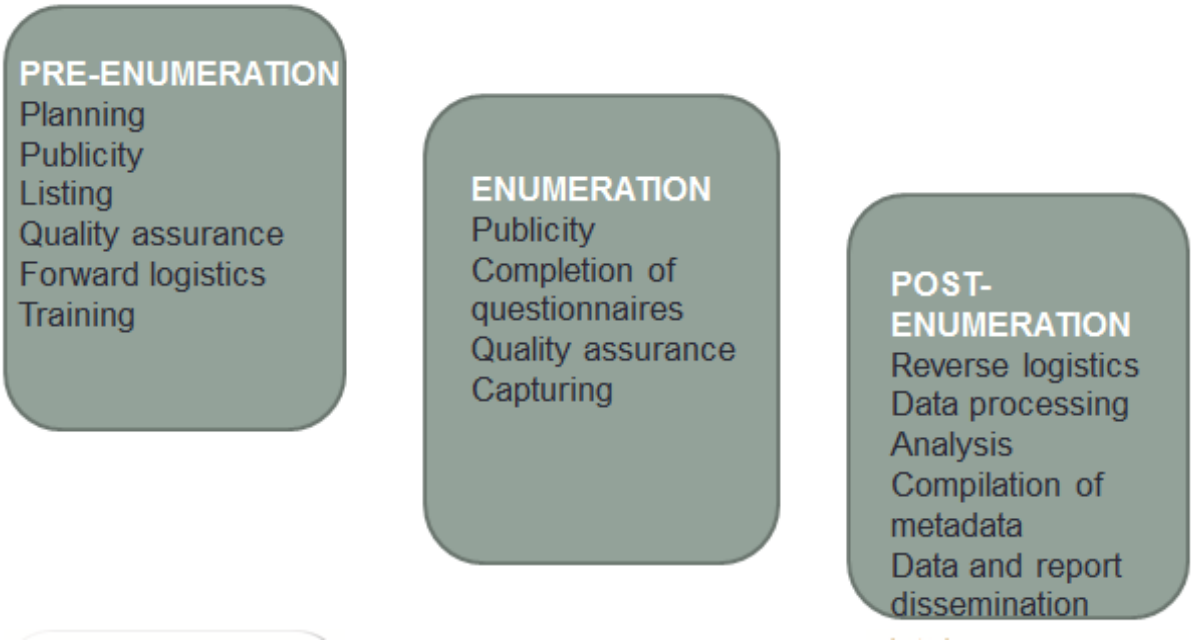
Table 8.1: Sample distribution by province

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.

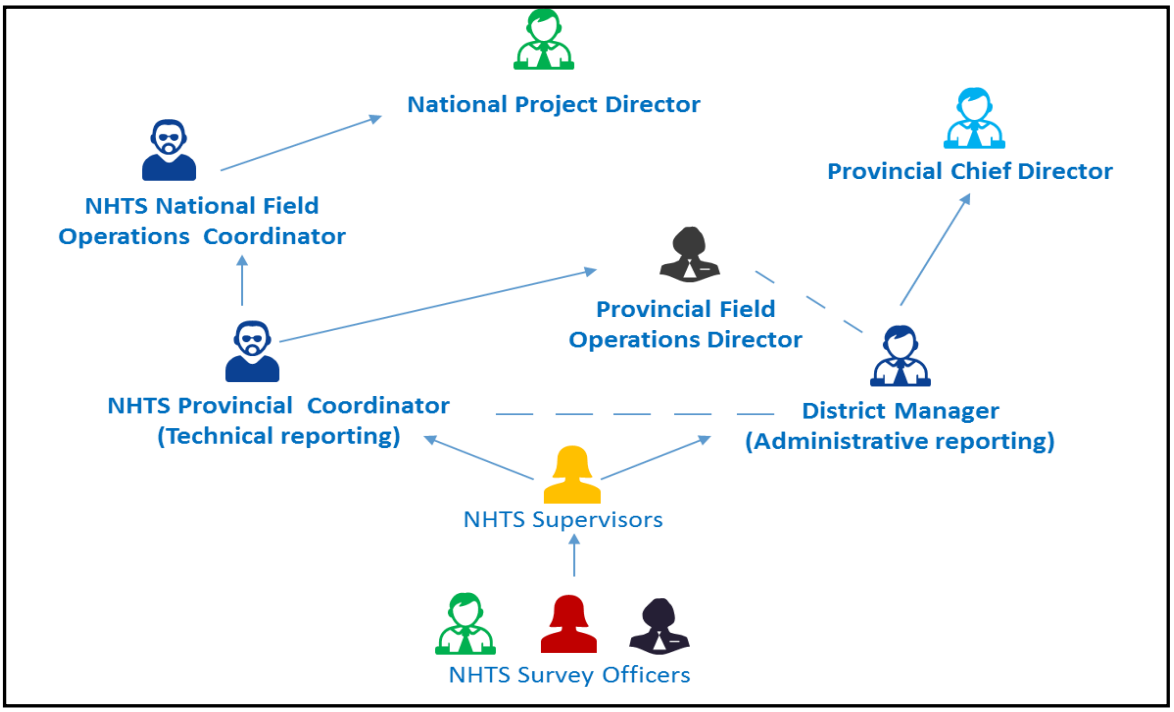
Figure 8.1: Phases of data collection



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.