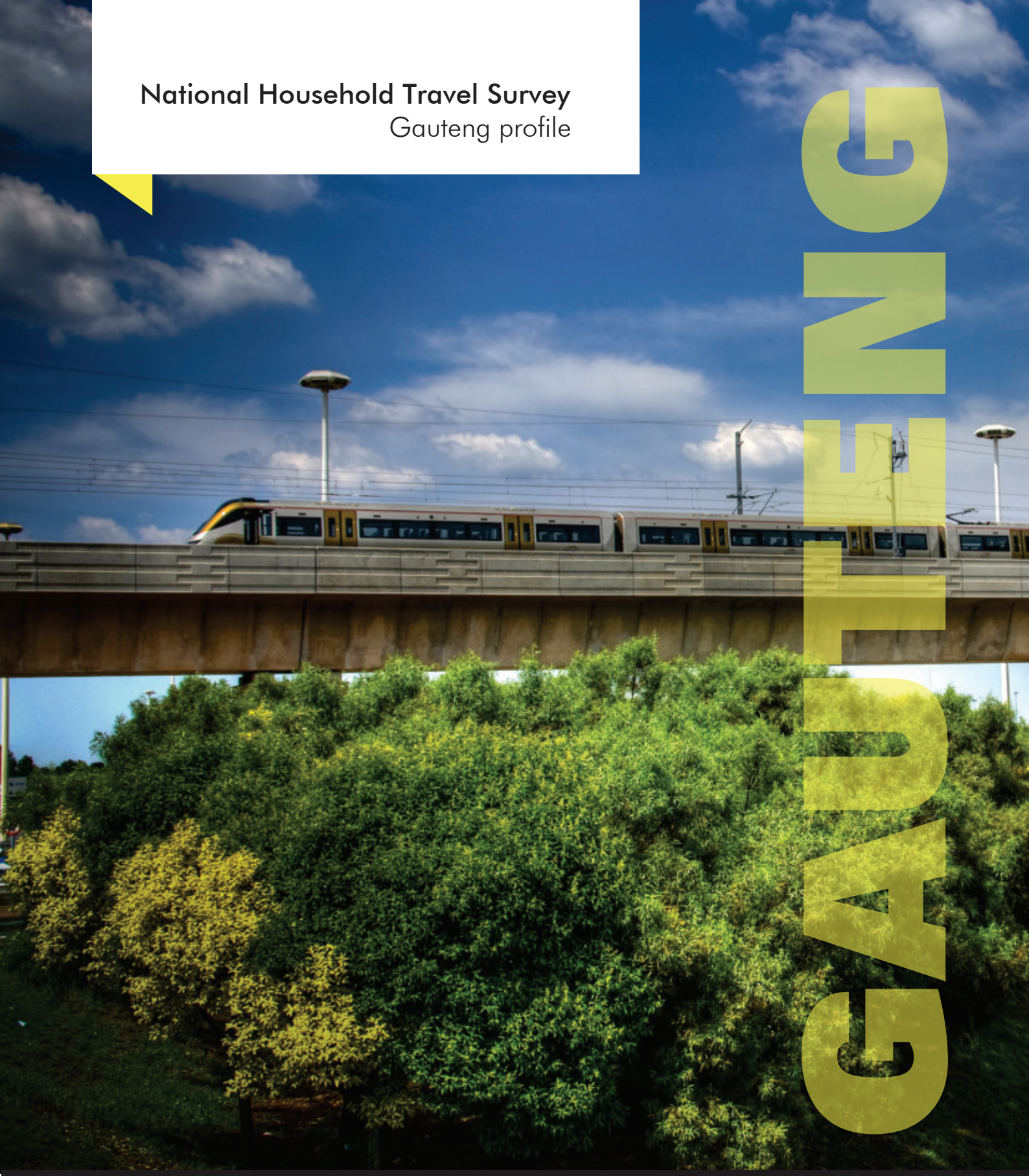
National Household Travel Survey
Gauteng profile



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NHTS Provincial Report
Gauteng 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
TVET	Technical and Vocational Education and Training

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

The majority of persons who undertook trips resided in City of Johannesburg (38,4%), followed by City of Tshwane (25,4%) and Ekurhuleni (25,1%). The smallest percentage of travellers were found in West Rand (4,8%). Approximately 84% of persons who undertook trips seven days prior to the interview were located in metropolitan areas and urban areas, while 83,5% were found in the rural areas.

In Gauteng, males (51,1%) were more likely to undertake trips than females (48,9%); however, the variation was not significant. The age group 26–40 years was more likely to travel, while 65 years and older age group was the least likely to travel.

Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip. Children of school-going age, and the 26–40- and 41–54-year age groups were the most likely to find themselves on the road (about 43,9% to 42,4%) on Saturday.

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. The main purpose of travelling in the province was going to work, travelling to an educational institution, visiting the shops or attending a religious institution. Travelling to a welfare office and going on a trip for holiday/leisure purposes.

Main purpose of travel by household members

Learners in urban areas (97,5%) were more likely to attend an educational institution than those in rural areas (2,5%). The results show that 'walking all the way' was the primary method used by scholars to reach their school (48,5%). This pattern is also true for disabled scholars (41,0%). The results indicate that nationally, the vast majority of learners were attending classes rather than being taught through distance learning. Learners in City of Johannesburg counted the largest percentage of both learners who attending classes and distance learning both at 36,4%.

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

In Gauteng province, 'Taxi' was the main mode of travel used by household members to reach their destination. A little more than 3,8 million household members took a Taxi to their destination, followed by 3,5 million individuals who walked all the way to their destination and 2,4 million who used a car/truck as the driver of such vehicle. The trains were the least used mode of travel by household members in the province, and this is observed in all the district municipalities.

Education and education-related travel

Learners' travel patterns and modes of transport

Learners in urban areas (97,5%) were more likely to attend an educational institution than those in rural areas (2,5%). The results show that 'walking all the way' was the primary method used by scholars to reach their school. This pattern is also true for disabled scholars (41,0%). The results indicate that nationally, the vast majority of learners were attending classes rather than being taught through distance learning. Learners in City of Johannesburg counted the largest percentage of both learners who attending classes and distance learning.

The results show that 'walking all the way' was the primary method used by scholars to reach their schools (48,2%). This pattern is also true for scholars with disabilities (41,0%). Travelling by taxi (27,2%) was the second most used mode of travel by scholars with disabilities, followed by travelling by car/truck as a passenger (13,6%). Whereas, scholars indicated car/truck as a passenger (19,3%) as their second most used travel mode, followed by taxis (18,2%).From 2013 to 2020, data shows that the average travel time has increased across all modes of transport except for learners who used train and car to their educational institution. The highest increase is observed among those who walked all the way and other modes of travel.

Those who used public transport experienced long travel times in the morning to access their educational institutions — learners using trains needed on average 88 minutes to get to their educational institutions. While those using buses needed on average 59 minutes. Learners who used taxis needed on average 57 minutes to get to their educational institutions.

Travel cost

The overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for taxis. The most significant decrease was observed among those who travelled by car as the passenger, and those who travelled by bus and train to reach their destination

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

The majority of the working population in Gauteng travelled to work for five days a week (63,7%), followed by those who travelled for six days plus a week (23,4%). Only 12,9% worked for less than five days a week. Most workers reported that they travelled to work for five days a week in all district municipalities. More than sixty per cent (63,8%) of workers in urban areas travelled to their place of work for 5 days per week, compared to 59,3% workers in the rural areas.

Of the 570 000 workers who walked all the way to work, 44,6% resided in City of Johannesburg, followed by Ekurhuleni (22,7%), while the smallest percentage (7,3%) lived in Sedibeng . Most workers walked all the way to their workplace because it was nearby/close enough to walk (72,3%). This reason was more likely to be given by workers in rural areas (80,9%) than workers in urban areas (71,9%). More than one-tenth of workers indicated that public transport was too expensive (11,1%), this reason was most likely to be given in urban areas (11,5%).

Workers' geographic location

In terms of geographic location, a large number of workers stayed in the metropolitan areas of City of Johannesburg at (40,6%) and City of Tshwane at (23,0%). There were about 130 000 workers in rural areas in Gauteng, with City of Tshwane having the majority at (72,0%).

Over 1,6 million workers fall under the lowest income quintile in Gauteng, followed by 1,2 million in the highest income quintile. Across all income quintiles, the smallest numbers of workers were in the Sedibeng and West Rand .

Workers' mode of travel

Car/truck driver was mentioned as the main mode of travel followed by those who travelled by taxis and those who walked all the way throughout all the district municipalities, except for City of Johannesburg where the main mode of travel by workers was taxis (40,4%) followed by car/truck drivers (32,8%) and walking all the way (14,1%).

Time workers leave for work

More than a quarter 27,5% of workers in the province left for work before 06:00, followed by 25,2% who left between 07:00 to 07:59 and 18,9% left place of residence between 06:00 and 06:29. All the municipalities followed the same trend, except for Sedibeng DM were a high percentage (30,1%) of workers left for work between 07:00 to 07:59, followed by 23,9% who left before 06:00 and those who left between 06:00 to 06:29 (22,3%).

Geographically, workers in rural areas were most likely to leave for work before 06:00 (31,5%) compared to urban workers at (27,5%). Workers in urban areas are more likely to leave for work between 07:00 to 07:59 (25,2%) than rural workers at (23,5%).

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

About 44,5% of bus users had to walk up to five minutes to reach their first public transport, whereas almost 32,4% of train commuters had to walk up to five minutes.

There is a significant percentage of workers (38,0%) using trains as a mode of travel who had to walk more than fifteen minutes. They were followed by those who used taxi (13,7%) to get to their first public transport.

In City of Tshwane, 72,2% of workers waited for up to five minutes, 14,8% waited 6–10 minutes and 6,0% waited for more than 15 minutes. Sixty-seven per cent of the workers in Ekurhuleni (67,4%) waited up to five minutes, 16,6% waited between 6 and 10 minutes, and 8,8% waited for more than 15 minutes.

Total time travelled to work

The highest increase is observed among those who travelled taxi and car driver to reach their destination.

In 2020, workers who used public transport experienced a long travel time in the morning to access their workplace; train users travelled for 107 minutes, bus travellers 93 minutes and taxi users travelled 70 minutes. Those who travelled by car/bakkie/truck as a passenger needed 53 minutes, and those who drove took 51 minutes.

Business trips

Of the 5,7 million workers aged 15 and older who were interviewed, 456 000 indicated that they undertook business trips. The City of Johannesburg (39,6%) had the highest proportion of workers who undertook business trips within the province, followed by Ekurhuleni (25,6%) and City of Tshwane (24,2%), while West Rand had the smallest proportion of workers (5,3%) who undertook business trips. Most of the workers (97,7%) who took business trips were from urban areas and about 2,3% were from rural areas.

Approximately 62,0% of the workers who travelled for business purposes used car/truck as a driver as their main mode of travel, followed by aircraft (10,7%) which was the second most frequently used main mode. For business trips undertaken in City of Johannesburg, 51,4% used car/truck as a driver as their main mode of travel, while 18,5% used taxis.

Other travel patterns – day and overnight trips

Day trips

A total of 11,7 million persons, aged 15 years and older, were asked whether they had undertaken day trips. The City of Johannesburg had the highest proportion of persons who had undertaken day trips with 44,7%, followed by City of Tshwane (29,5%) and Ekurhuleni (18,1%). Individuals who undertook day trips mostly used taxis (37,6%) as their mode of travel. The second most commonly mode of travel used was a car/bakkie/truck as driver (27,0%), and the third mode of travel used was car/bakkie/truck as a passenger (24,0%). About 1,5% of day-trip travellers walked all the way.

Overnight trips

About 4,7 million persons interviewed indicated that they had undertaken overnight trips during the preceding 12 months. Of the overnight travellers in the province, most came from City of Johannesburg (45,3%) and City of Tshwane (24,8%) and the least from Sedibeng (3,3%). The most common purpose stated by persons who undertook overnight trips was visiting friends/family/ancestral home (66,1%), followed by leisure/holiday (18,5%) and attending funerals (7,2%) while the least common reason stated is travelling for medical reasons and wellness both at 0,1%. More than a quarter of persons who undertook overnight trips used taxis (37,6%) as the mode of travel to their destinations.

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 (72,9%) travelled 15 minutes or less, followed by 21,9% who travelled between 16 and 30 minutes. More than four in ten households in the province who travelled to the police station travelled at most 15 minutes (44,4%), and 35,9% travelled between 16 and 30 minutes to get there. At least three in ten households travelled to a post office less than 15 minutes, and another three in ten travelled for more than 60 minutes to go to the post office (35,2% and 35,1% respectively).

More than a half (51,7%) of the households who travelled to a library travelled more than an hour, welfare offices are other facilities were majority of people travelled for more than an hour (48,8%) and Tribal authority (97,0%).

Use of taxis, buses and trains

A significant proportion of household are able to walk to most of the facilities and services in the province. More than forty per cent of households (45,7%) walked to food or grocery shops, while 43,6% walked to medical services, and 36,6% walked to religious institutions. Taxis were the second most used mode of travel to access these facilities and services. More than half of households used a taxi to go to Home Affairs offices (50,9%), while 46,5% travelled by taxi for visiting other shops and 41,1% travelled by taxi to access financial services/banks. Taxis were also the main mode of travel to the police station (33,9%) and accessing municipal offices (31,5%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (29,0%), financial services/banks (27,6%) and food or grocery shops (26,2%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

Attitudes and perceptions about transport

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. Almost ten per cent (9,9%) of households indicated that they had no transport-related problems. The most important problem

mentioned provincially was the poor condition of roads (8,3%). District municipalities with the most complaints about the condition of roads were Sedibeng (19,6%) and West Rand (14,9%).

In Gauteng, about seven per cent (6,9%) of households considered reckless driving by taxi drivers as one of their transport-related problems. The two district municipalities with reckless drivers are City of Tshwane (10,2%) and City of Johannesburg (8,2%).

About seven-teen per cent (16,6%) of households identified the unavailability of buses as their main transport-related problem. West Rand (35,0%), Ekurhuleni (23,6%) and City of Johannesburg (15,9%) had the highest percentage of households that mentioned this particular problem.

No trains available was the most common problem among train users in the province at 7,1%, followed by train station too far (3,4%) and trains are not available (3,3%). District municipalities that were most likely to have no trains available were Ekurhuleni (10,0%) and City of Tshwane (8,4%).

Household use of public transport

Taxis were the most common mode of transport used in all geographic locations. Approximately 83,3% of households used taxis to travel, and 8,7% of households used trains as their mode of travel. Households in Sedibeng DM (93,8%), West Rand (91,2%) and Ekurhuleni (85,8%) had the highest percentage of taxi usage as their mode of travel.

While eight per cent of households in the province used buses as their main mode of transport (8,0%). Eleven per cent (11,0%) of households in City of Tshwane and 10,0% of households in Ekurhuleni indicated that they used buses as their mode of travel.

Dissatisfaction with taxi, bus, and train services

Facilities at the taxi rank and taxi fare remained the highest reason for dissatisfaction with minibus taxi services, while travel time by taxi remained the least between 2013 and 2020. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction increased from 58,1% in 2013 to 63,3% in 2020, while the proportion of those who indicated taxi fare decreased significantly from 54,7% in 2013 to 39,8% in 2020. The taxi service overall as a reason for dissatisfaction showed a significant decline of -11,8% percentage points.

The facilities at the bus stop (56,1%), security at the bus stop (36,9%), and the level of crowding in the bus (31,0%) were the attributes most likely to elicit dissatisfaction amongst bus users. Comparisons between district municipalities indicate that the distance between the bus stop and home was most important West Rand (34,4%), followed by Ekurhuleni (28,2%). Bus fares were most likely to be problematic in West Rand (15,6%) and City of Johannesburg (22,7%), whilst facilities at the bus stop were an important source of dissatisfaction in West Rand (37,5%), City of Johannesburg (61,3%), Ekurhuleni (46,2%) and Sedibeng (75,7%).

Factors influencing the household's choice of transport

Travel cost (31,1%) and travel time (25,1%) were the biggest determinants of mode choice. Households in City of Johannesburg (35,3%), Sedibeng (34,2%) and Ekurhuleni (33,8%) cited that travel cost influenced their mode of transport, while 32,4% of households in City of Tshwane were most concerned about travel costs and 24,8% in West Rand were concerned with flexibility.

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

Approximately 302 000 households owned between one and three bicycles in the province, and 6 000 households owned more than three bicycles. Out of the 302 000 households that owned between one and

three bicycles, the majority were in City of Johannesburg (39,4%), followed by City of Tshwane (25,4%) and Ekurhuleni (21,4%).

Nearly seventy-six per cent (75,8%) households in the province owned a household car/bakkie/station wagon/4x4, followed by those who had access to a company car/bakkie/station wagon/4x4 and relative's/friend's car/bakkie/station wagon/4x4 (14,4% and 4,1% respectively). Households who had access to a motorcycle accounted for only 3,9%, while almost one per cent (0,9%) had access to a minibus/kombi. Compared to other districts, households in Sedibeng (84,6%) were most likely to own a household car/bakkie/station wagon/4x4.

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.

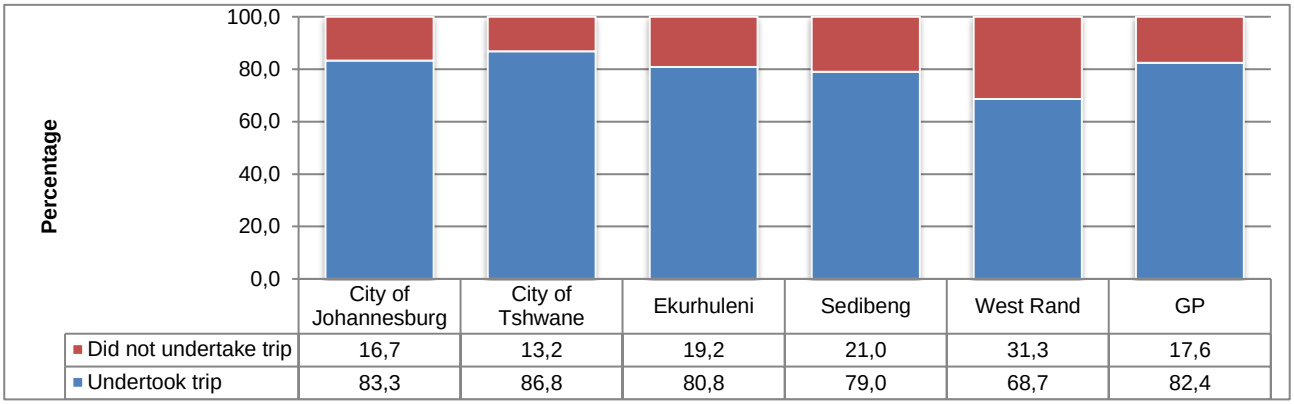
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020

	Undertook trip					
	Number ('000)		Percentage of RSA		Population ('000)	
District Municipality	2013	2020	2013	2020	2013	2020
City of Johannesburg	4 206	4 870	39,4	38,4	4 741	5 845
City of Tshwane	2 492	3 220	23,3	25,4	2 983	3 708
Ekurhuleni	2 464	3 186	23,1	25,1	3 154	3 943
Sedibeng	795	806	7,4	6,4	894	1 020
West Rand	725	612	6,8	4,8	857	891
Gauteng	**10 682**	**12 694**	**100,0**	**100,0**	**12 628**	**15 406**

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

Table 2.1 shows the number of people who undertook trips in the seven days prior to the interview in Gauteng by district municipality. Of the 15,4 million people who reside in Gauteng, 12,6 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in City of Johannesburg (38,4%), followed by City of Tshwane (25,4%) and Ekurhuleni (25,1%). The smallest percentage of travellers were found in West Rand DM (4,8%).

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

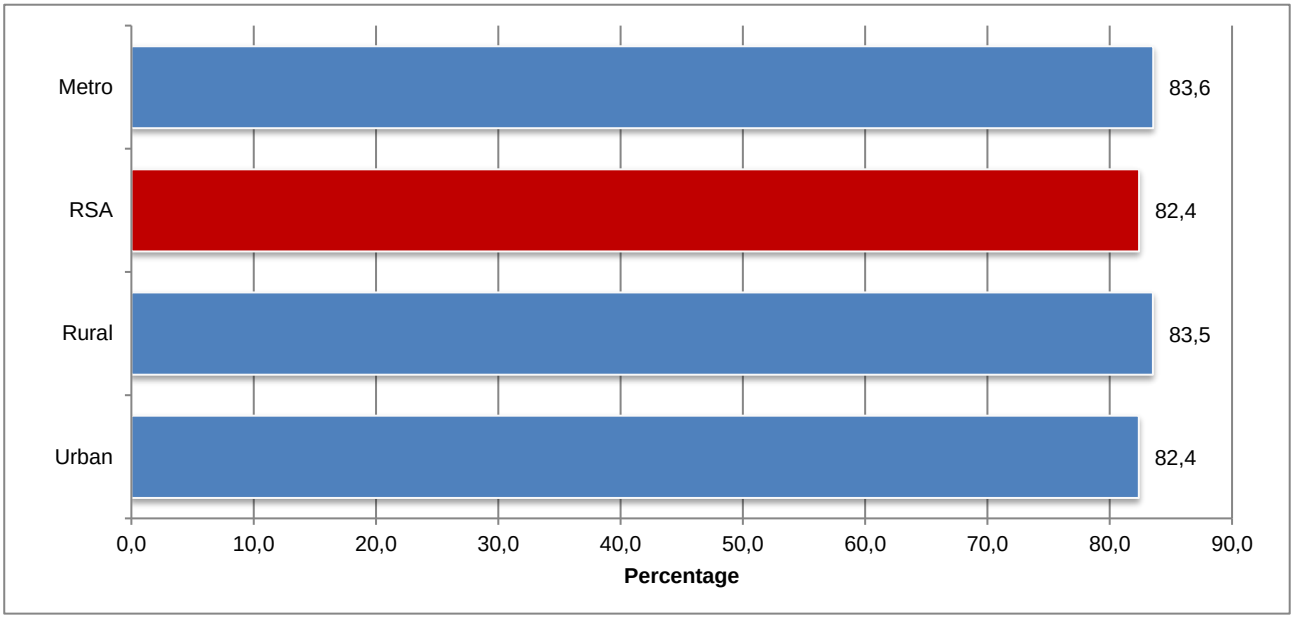


	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
Did not undertake trip	16,7	13,2	19,2	21,0	31,3	17,6
Undertook trip	83,3	86,8	80,8	79,0	68,7	82,4

Percentage calculated within the district municipality.

Figure 2.1 illustrates that about 82% of the persons in Gauteng undertook trips during the seven days prior to the interview. Individuals living in the following district municipalities were most likely to travel in the seven days prior to the interview: City of Tshwane (86,8%), City of Johannesburg (83,3%), Ekurhuleni (80,8%) and Sedibeng (79,0%).

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



Percentage calculated within the geographic location.

According to Figure 2.2, the largest percentage of people who undertook trips in the seven days prior to the interview resided in the metro areas (83,6%), followed by those residing in rural areas (83,5%) and then urban areas (82,4%).

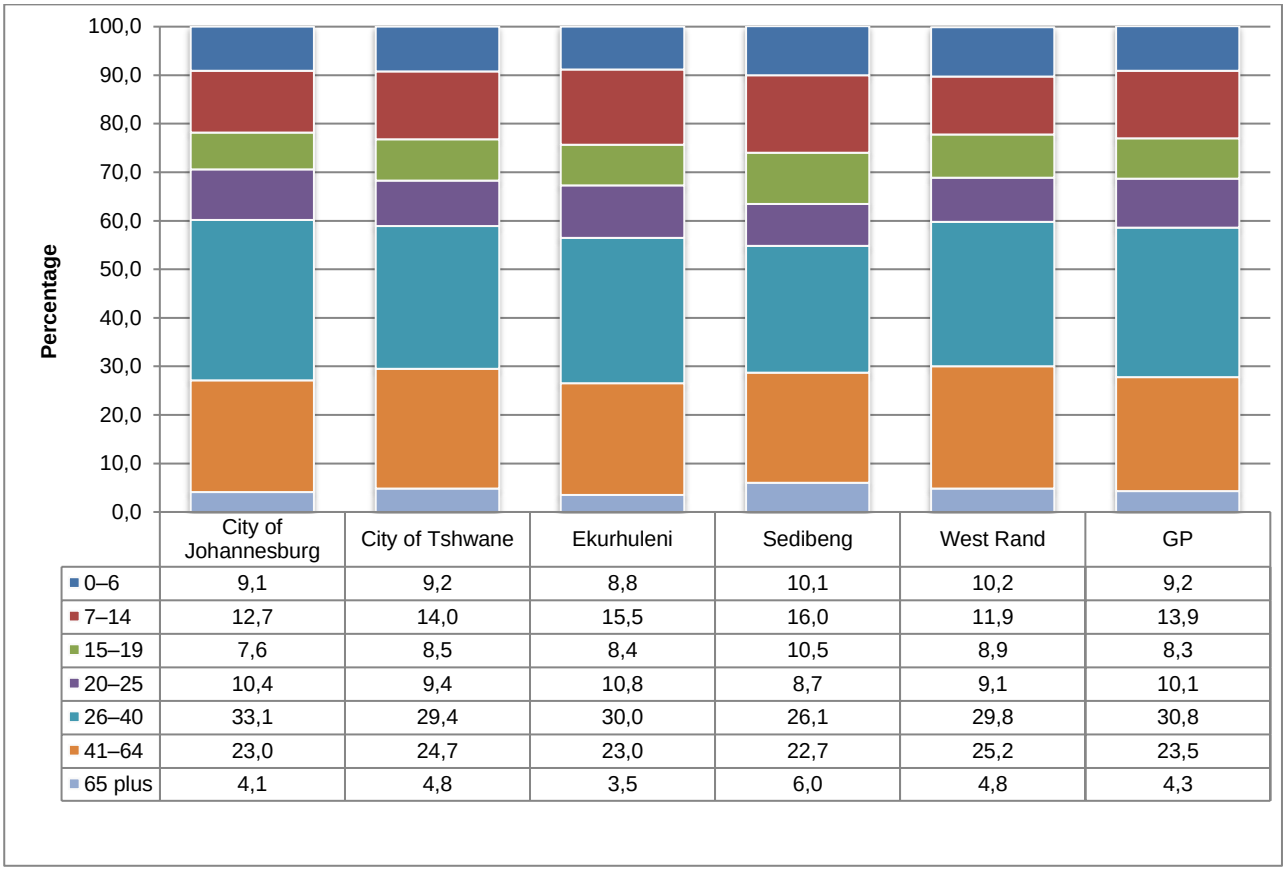
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Sedibeng	4 870	2 462	50,6	2 408	49,4
West Rand	3 220	1 627	50,5	1 592	49,5
Ekurhuleni	3 186	1 670	52,4	1 516	47,6
City of Johannesburg	806	411	50,9	395	49,1
City of Tshwane	612	320	52,2	292	47,8
Gauteng	**12 694**	**6 490**	**51,1**	**6 204**	**48,9**

Percentage calculated within the district municipality, within Gauteng.

Table 2.2 presents persons who undertook trips in the seven days prior to the interview in Gauteng by sex. It shows that more males (51,1%) than females (48,9%) undertook trips seven days prior to the interview in the province. The same pattern can be observed across all district municipalities in the province.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
0–6	9,1	9,2	8,8	10,1	10,2	9,2
7–14	12,7	14,0	15,5	16,0	11,9	13,9
15–19	7,6	8,5	8,4	10,5	8,9	8,3
20–25	10,4	9,4	10,8	8,7	9,1	10,1
26–40	33,1	29,4	30,0	26,1	29,8	30,8
41–64	23,0	24,7	23,0	22,7	25,2	23,5
65 plus	4,1	4,8	3,5	6,0	4,8	4,3

Percentages calculated within district municipalities.

Figure 2.3 shows that the highest percentage of people who undertook trips are in the age group 26-40 years (30,8%), followed by those aged 41–64 years (23,5%) and persons aged 7–14 years (13,9%). The age group least likely to travel were those aged 65 years and older (4,3%).

In City of Johannesburg, persons aged 26–40 years (33,1%) were more likely to travel compared to other age groups, followed by persons aged 41–64 years (23,0%). Persons aged 26–40 years (29,4%) in City of Tshwane were more likely to travel than other age groups, followed by persons aged 41–64 years (24,7%). Less than four per cent of persons aged 65 years and older in Ekurhuleni (3,5%) undertook trips.

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)	5 948	5 909	5 934	5 880	5 847	2 838	2 745
	Per cent of males	77,6	77,1	77,4	76,7	76,3	37,0	35,8
	Female ('000)	5 205	5 123	5 183	5 127	5 174	2 391	2 948
	Per cent of females	67,3	66,2	67,0	66,3	66,9	30,9	38,1
Age group								
0–2 yrs	Number	284	275	277	276	288	114	167
	Per cent in age group	32,8	31,8	32,0	31,9	33,3	13,2	19,3
3–4 yrs	Number	394	396	395	395	397	60	114
	Per cent in age group	73,4	73,7	73,6	73,6	73,9	11,2	21,2
5–6 yrs	Number	432	432	431	432	432	60	104
	Per cent in age group	96,2	96,2	96,0	96,0	96,0	13,4	23,2
7–14 yrs	Number	1 792	1 787	1 787	1 789	1 782	301	458
	Per cent in age group	98,5	98,3	98,2	98,4	98,0	16,5	25,2
15–19 yrs	Number	1 018	1 011	1 019	1 011	1 006	311	345
	Per cent in age group	87,8	87,2	87,9	87,2	86,8	26,8	29,8
20–25 yrs	Number	1 049	1 050	1 059	1 036	1 018	633	642
	Per cent in age group	64,8	64,8	65,3	63,9	62,8	39,0	39,6
26–40 yrs	Number	3 338	3 303	3 318	3 268	3 293	2 032	1 906
	Per cent in age group	72,2	71,4	71,7	70,6	71,2	43,9	41,2
41–54 yrs	Number	1 860	1 846	1 863	1 830	1 838	1 045	1 090
	Per cent in age group	75,4	74,8	75,5	74,2	74,5	42,4	44,2
55 yrs and older	Number	986	932	968	970	968	675	869
	Per cent in age group	52,9	50,0	51,9	52,0	51,9	36,2	46,6
Total	**Total**	**11 153**	**11 033**	**11 117**	**11 007**	**11 022**	**5 230**	**5 694**
	Per cent of all travellers	**72,4**	**71,6**	**72,2**	**71,4**	**71,5**	**33,9**	**37,0**

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 usually travelled in Gauteng. More than 70% of males indicated that they travelled during weekdays. However, this figure sharply decrease on Saturdays and Sundays. Slightly more than six in ten women travelled on weekdays. However, females (38,1%) tended to travel more than males (35,8%) on Sundays.

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

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

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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Did not need to travel	Number	518	270	364	76	121	**1 349**
	Per cent	53,3	55,5	48,1	35,8	43,3	**49,8**
Financial reasons/ Too expensive	Number	45	21	65	15	61	**206**
	Per cent	4,7	4,2	8,5	6,8	21,8	**7,6**
Not well enough to travel/ sick	Number	42	16	41	15	8	**123**
	Per cent	4,3	3,4	5,5	6,9	3,0	**4,5**
Too old/young to travel	Number	226	109	187	51	51	**624**
	Per cent	23,3	22,4	24,7	23,9	18,2	**23,0**
Disabled: unable to leave the house/ transpot inaccessible	Number	10	8	4	*	*	**27**
	Per cent	1,0	1,7	0,5	1,5	0,7	**1,0**
No particular reason	Number	43	18	30	34	25	**150**
	Per cent	4,5	3,6	4,0	15,7	8,9	**5,5**
Taking care of children/ sick/ elderly relative	Number	26	28	25	12	7	**98**
	Per cent	2,7	5,7	3,3	5,6	2,6	**3,6**
Other	Number	62	17	41	8	4	**133**
	Per cent	6,4	3,6	5,5	3,9	1,4	**4,9**
Total	**Number**	**972**	**488**	**757**	**214**	**279**	**2 709**
	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 shows the main reasons provided for not travelling in the seven days before the interview by district municipality. Out of 2,7 million persons who did not travel, 49,8% said they did not need to travel, while 23,0% said they were too old/young to travel.

City of Tshwane (55,5%) had the largest proportion of people who did not need to travel, while Sedibeng (35,8%) had the lowest. The main reasons provided by persons in City of Johannesburg for not travelling were they did not need to travel (53,3%), followed by too old/young to travel (23,3%). Financial reasons/Too expensive (21,8%) and Too old/young to travel (18,2%) were the second and third most commonly given reasons in West Rand .

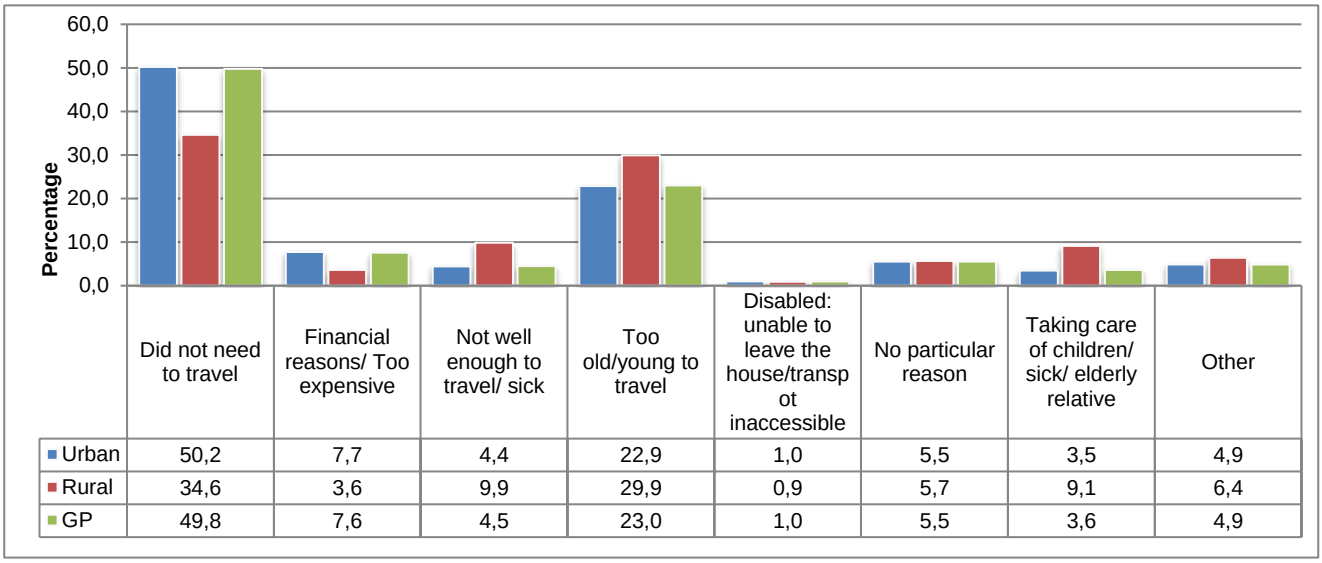
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Gauteng
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	146	7	35	74	212	463	181	230	**1 349**
	Per cent	21,8	45,8	63,7	68,4	62,0	64,2	58,6	47,2	**49,8**
Financial reasons/ Too expensive	Number	*	*	5	12	48	80	35	23	**206**
	Per cent	0,5	*	8,4	11	13,9	11,1	11,4	4,7	**7,6**
Not well enough to travel/ sick	Number	*	*	*	*	10	24	19	64	**123**
	Per cent	0,3	*	*	2,8	2,9	3,4	6,1	13,2	**4,5**
Too old/young to travel	Number	497	8	4	*	*	*	*	111	**624**
	Per cent	74,2	51,3	7,1	*	*	*	0,9	22,8	**23,0**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	*	*	7	6	6	5	**27**
	Per cent	*	*	1,8	1,3	2,2	0,8	1,8	1,1	**1,0**
No particular reason	Number	8	*	5	7	28	59	21	21	**150**
	Per cent	1,2	*	9,2	6,3	8,3	8,1	6,9	4,3	**5,5**
Taking care of children/ sick/ elderly relative	Number	*	*	*	5	12	49	17	15	**98**
	Per cent	*	*	*	4,8	3,4	6,8	5,5	3,0	**3,6**
Other	Number	13	*	5	6	25	39	27	18	**133**
	Per cent	1,9	*	9,7	5,1	7,4	5,5	8,8	3,7	**4,9**
Total	**Number**	**670**	**15**	**55**	**109**	**343**	**721**	**309**	**487**	**2 709**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.5 indicates the main reasons for not travelling seven days prior to the interview by age group. In terms of age, the 0–6-year-old age group indicated that they did not travel because they were too young/old to travel. Almost half (49,8%) age group 55 plus did not travel because they Did not need to travel, followed by Too old/young to travel (23,0%). Financial reasons were more likely to be cited in the 15–54-year-old groups than in other age groups.

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



	Did not need to travel	Financial reasons/ Too expensive	Not well enough to travel/ sick	Too old/young to travel	Disabled: unable to leave the house/transpot inaccessible	No particular reason	Taking care of children/ sick/ elderly relative	Other
Urban	50,2	7,7	4,4	22,9	1,0	5,5	3,5	4,9
Rural	34,6	3,6	9,9	29,9	0,9	5,7	9,1	6,4
GP	49,8	7,6	4,5	23,0	1,0	5,5	3,6	4,9

More than half (50,2%) 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 49,8%, 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 other areas.

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

Main purpose of trip	Statistics (numbers in thousands)	District municipality					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Usual work place	Number	1 429	952	907	225	171	**3 684**
	Per cent	31,4	31,9	30,0	32,2	29,5	**31,1**
Visiting friends/ relatives	Number	250	182	113	30	29	**605**
	Per cent	5,5	6,1	3,7	4,4	4,9	**5,1**
Taking children to school	Number	97	46	82	24	10	**258**
	Per cent	2,1	1,5	2,7	3,4	1,7	**2,2**
Educational institution	Number	1 325	939	920	281	163	**3 628**
	Per cent	29,1	31,5	30,4	40,1	28,2	**30,7**
Shops	Number	781	370	458	82	117	**1 809**
	Per cent	17,2	12,4	15,1	11,7	20,3	**15,3**
Looking for work	Number	115	64	152	21	37	**389**
	Per cent	2,5	2,1	5,0	3,0	6,4	**3,3**
Medical services	Number	73	64	70	14	24	**245**
	Per cent	1,6	2,1	2,3	2,0	4,2	**2,1**
Welfare offices	Number	6	4	5	*	*	**18**
	Per cent	0,1	0,1	0,2	0,2	0,3	**0,2**
Religious institution (e.g. Church, Mosque, etc.)	Number	340	248	242	13	20	**864**
	Per cent	7,5	8,3	8,0	1,9	3,5	**7,3**
Holiday/ Leisure	Number	16	14	13	*	*	**45**
	Per cent	0,4	0,5	0,4	*	0,2	**0,4**
Other (specify)	Number	117	97	61	8	5	**288**
	Per cent	2,6	3,3	2,0	1,1	0,8	**2,4**
Total	**Number**	**4 549**	**2 980**	**3 025**	**700**	**579**	**11 833**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.6 shows the main reasons provided for travelling in the seven days prior the interview by district municipality. Out of 11,8 million persons who travelled, most (31,1%) were travelling to their Usual workplace, followed by those travelling to the Educational institution. The same pattern is observed in City of Tshwane, City of Johannesburg and West Rand. Sedibeng had the highest percentage (40,1%) of those travelling to Educational institution, followed by persons travelling to Usual workplace (32,2%). Same pattern was seen in Ekurhuleni .

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

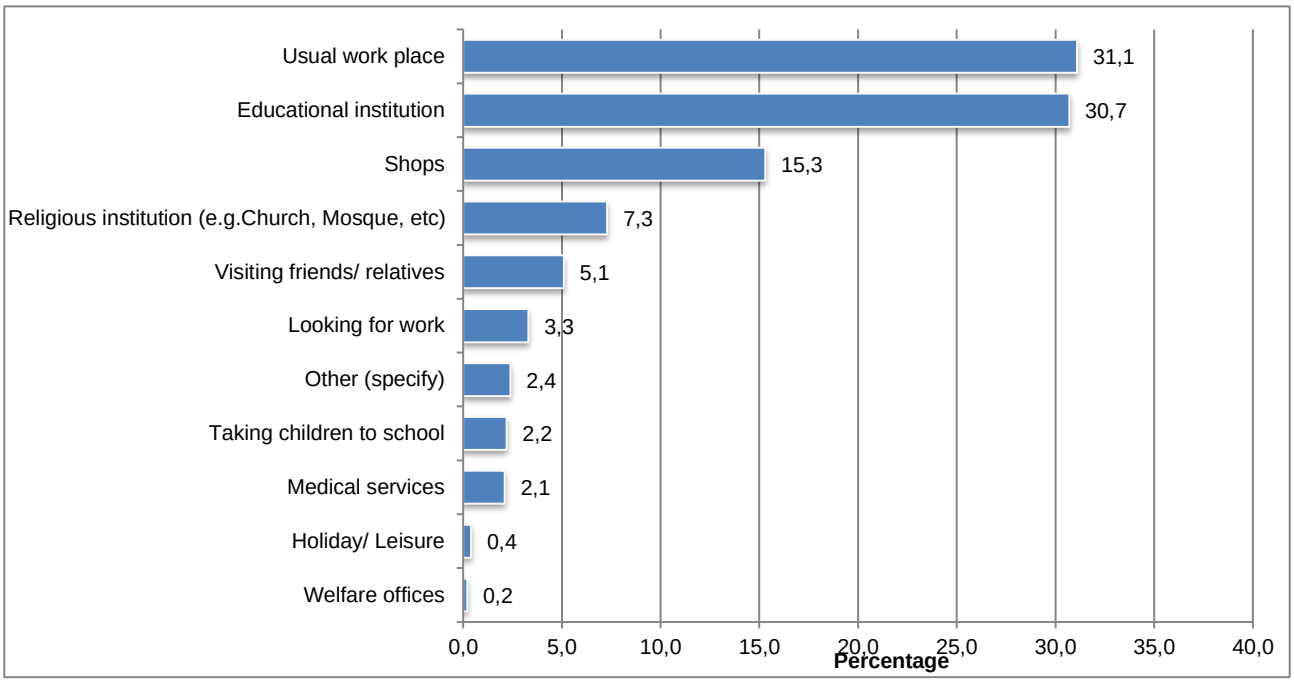


Figure 2.5 shows that in Gauteng, the main purposes of travelling were going to work, travelling to an educational institution, visiting the shops or attending a religious institution. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking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

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

Geographic location	Number of persons who completed the question ('000)	Number of trips undertook (percentage of household members within geographic location)			Total
		1 trip	2 trips	3 trips and more	
Metro	10 554	71,2	16,2	12,6	**100,0**
Non-metro	1 279	78,3	11,9	9,8	**100,0**
Urban	11 541	71,8	15,9	12,3	**100,0**
Rural	292	78,6	10,5	10,9	**100,0**
GP	11 832	72,0	15,8	12,3	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

Table 2.7 shows that the majority (72%) of people in Gauteng province undertook one trip in the seven days prior to the interview, followed by those who undertook two trips (15,8%) and those who undertook three trips (12,3%). The highest proportion of individuals who undertook two trips were located in metropolitan and urban areas at 16,2% and 15,9%, respectively. Persons in metropolitan areas were most likely to undertake over three trips (12,6%) in a week.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	75	30	74	*	*	**181**
		Per cent	1,6	1,0	2,4	0,2	0,4	**1,5**
	Bus	Number	141	145	94	32	19	**430**
		Per cent	3,1	4,9	3,1	4,5	3,3	**3,6**
	Taxi	Number	1 478	1 014	957	166	164	**3 780**
		Per cent	32,5	34,0	31,6	23,7	28,4	**31,9**
Private transport	Car/truck driver	Number	815	682	635	143	148	**2 424**
		Per cent	17,9	22,9	21,0	20,5	25,6	**20,5**
	Car/truck passenger	Number	400	328	368	103	69	**1 268**
		Per cent	8,8	11,0	12,2	14,8	11,9	**10,7**
Walking all the way		Number	1 511	706	853	248	171	**3 489**
		Per cent	33,2	23,7	28,2	35,4	29,6	**29,5**
Other		Number	130	75	44	6	5	**259**
		Per cent	2,8	2,5	1,4	0,8	0,9	**2,2**
Total		**Number**	**4 549**	**2 980**	**3 025**	**699**	**579**	**11 832**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.8 indicates that in Gauteng province, 'Taxi' was the main mode of travel used by household members to reach their destination. A little more than 3,8 million household members took a Taxi to their destination, followed by 3,5 million individuals who walked all the way to their destination and 2,4 million who used a car/truck as the driver of such vehicle. The trains were the least used mode of travel by household members in the province, and this is observed in all the district municipalities.

2.2 Summary

The majority of persons who undertook trips resided in City of Johannesburg (38,4%), followed by City of Tshwane (25,4%) and Ekurhuleni (25,1%). The smallest percentage of travellers were found in West Rand (4,8%). Approximately 84% of persons who undertook trips seven days prior to the interview were located in metropolitan areas and urban areas, while 83,5% were found in the rural areas.

In Gauteng, males (51,1%) were more likely to undertake trips than females (48,9%); however, the variation was not significant. The age group 26–40 years was more likely to travel, while 65 years and older age group was the least likely to travel.

Generally, males were more likely to travel during weekdays than females. On Sundays, however, females were more inclined than males to undertake a trip. Children of school-going age, and the 26–40- and 41–54-year age groups were the most likely to find themselves on the road (about 43,9% to 42,4%) on Saturday.

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. The main purpose of travelling in the province was going to work, travelling to an educational institution, visiting the shops or attending a religious institution. Travelling to a welfare office and going on a trip for holiday/leisure purposes.

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in thousands)	District municipality					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Pre-school	Number	207	110	147	38	28	**530**
	Per cent	12,7	9,5	12,7	12,4	12,0	**11,8**
School	Number	1 103	773	820	224	169	**3 089**
	Per cent	67,6	66,4	71,2	73,2	73,6	**68,9**
ABET and literacy classes	Number	11	8	14	*	*	**36**
	Per cent	0,7	0,7	1,2	0,6	0,6	**0,8**
Higher educational institution	Number	169	173	80	21	14	**457**
	Per cent	10,4	14,9	6,9	7,0	5,9	**10,2**
FET & other colleges	Number	118	90	81	17	18	**324**
	Per cent	7,2	7,7	7,1	5,6	7,7	**7,2**
Other	Number	24	9	10	*	*	**48**
	Per cent	1,5	0,8	0,9	1,1	0,3	**1,1**
Total	**Number**	**1 632**	**1 164**	**1 152**	**306**	**230**	**4 484**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Urban	Number	1 632	1 073	1 152	293	223	**4 373**
	Per cent	100,0	92,2	100,0	95,7	96,9	**97,5**
Rural	Number	*	91	*	13	7	**111**
	Per cent	*	7,8	*	4,3	3,1	**2,5**
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	427	354	239	78	73	**1 170**
	Per cent	26,1	30,5	20,7	25,5	31,6	**26,1**
Quintile 2	Number	309	161	172	56	40	**737**
	Per cent	18,9	13,8	14,9	18,3	17,3	**16,4**
Quintile 3	Number	284	200	158	57	32	**730**
	Per cent	17,4	17,2	13,7	18,5	14,0	**16,3**
Quintile 4	Number	348	201	232	50	35	**866**
	Per cent	21,3	17,2	20,1	16,5	15,2	**19,3**
Quintile 5 (highest income quintile)	Number	265	248	352	65	50	**980**
	Per cent	16,3	21,3	30,5	21,1	21,9	**21,9**

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

According to Table 3.1, it is evident that most learners in Gauteng were attending school (68,9%), followed by those who were attending pre-school (11,8%). The province had (10,2%) learners who were attending higher education and 7,2% attending FET colleges.

As might be expected, the highest percentage of learners attending an educational institution were residing in the urban areas at 97,5%. Approximately 3 in 10 learners were falling in the lowest income quintile (26,1%), and 21,9% in the highest quintile, while 19,3% were found in the fourth income quintile.

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

Indicator	Statistics (numbers in thousands)	Mode of travel							Gauteng
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	4	229	545	44	578	1 443	153	**2 996**
	Per cent	0,1	7,6	18,2	1,5	19,3	48,2	5,1	**100**
Disabled scholars	Number	*	10	40	4	20	60	13	**147**
	Per cent	*	6,8	27,2	2,6	13,6	41,0	8,7	**100,0**
Geographic location									
Urban	Number	4	216	538	44	572	1 391	149	**2 915**
	Per cent	0,2	7,4	18,5	1,5	19,6	47,7	5,1	**100,0**
Rural	Number	*	13	6	*	6	51	4	**81**
	Per cent	*	16,5	8,0	*	7,3	63,4	4,6	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	*	30	163	18	216	207	50	**684**
	Per cent	*	4,4	23,8	2,7	31,6	30,3	7,3	**100,0**
Quintile 2	Number	*	55	84	*	57	380	23	**602**
	Per cent	0,3	9,2	14,0	*	9,5	63,2	3,9	**100,0**
Quintile 3	Number	*	34	86	*	45	301	20	**488**
	Per cent	0,2	6,9	17,6	0,5	9,1	61,6	4,2	**100,0**
Quintile 4	Number	*	39	88	10	53	366	32	**587**
	Per cent	*	6,6	15	1,7	9,0	62,2	5,4	**100,0**
Quintile 5 (highest income quintile)	Number	*	72	124	14	208	189	27	**635**
	Per cent	0,3	11,3	19,5	2,2	32,7	29,7	4,3	**100,0**

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

Table 3.2 displays information on the disability status, geographic location and household income quintiles for those attending school by main mode of travel. The results show that 'walking all the way' was the primary method used by scholars to reach their schools (48,2%). This pattern is also true for scholars with disabilities (41,0%). Travelling by taxi (27,2%) was the second most used mode of travel by scholars with disabilities, followed by travelling by car/truck as a passenger (13,6%). Whereas, scholars indicated car/truck as a passenger (19,3%) as their second most used travel mode, followed by taxis (18,2%).

Scholars in all geographic locations were more likely to walk all the way to their educational institution than using any of the other modes of travel. In urban areas, travelling by car/truck as a passenger (19,6%) was the second most commonly used mode of travel for scholars, followed by taxis. In rural areas, the second most used mode of travel, after 'walking all the way' was buses (16,5%), followed by travelling by car/truck as a passenger (7,3%).

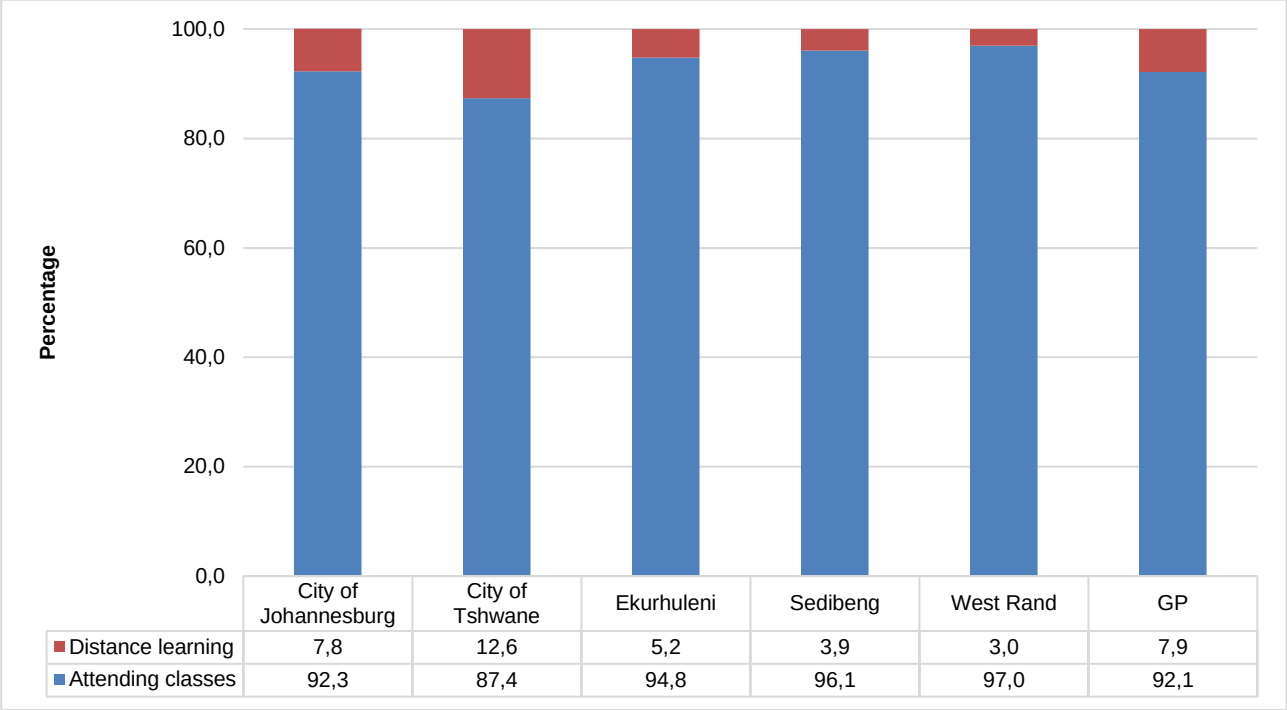
Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2013 and 2020

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
City of Johannesburg	Number	893	801	92	1 632	1 506	127
	Per cent	24,7	24,0	33,1	36,4	36,4	36,0
City of Tshwane	Number	1 345	1 246	100	1 164	1 017	147
	Per cent	37,2	37,3	35,7	26,0	24,6	41,6
Ekurhuleni	Number	850	787	63	1 152	1 092	60
	Per cent	23,5	23,6	22,5	25,7	26,4	17,1
Sedibeng	Number	284	273	11	306	294	12
	Per cent	7,9	8,2	4,0	6,8	7,1	3,4
West Rand	Number	242	229	13	230	223	7
	Per cent	6,7	6,9	4,7	5,1	5,4	2,0
GP	**Number**	**3 614**	**3 336**	**279**	**4 484**	**4 132**	**352**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.3 presents information on learners who attended classes and those who learned through distance learning. Of the 4,5 million learners, about 4,1 million attended classes, and 352 000 learned through distance learning. Learners in City of Johannesburg counted the largest percentage of both who attended classes and distance learning at 36,4% and 36,0% respectively. Learners in the City of Tshwane contributed about a quarter (24,6%) of learners who attended classes which was the second-highest in the province, while West Rand (5,4%) contributed the least percentage.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
Distance learning	7,8	12,6	5,2	3,9	3,0	7,9
Attending classes	92,3	87,4	94,8	96,1	97,0	92,1

Percentages calculated within district municipalities

According to Figure 3.1, the majority of the learners in Gauteng were attending classes (92,1%) compared to those studying through distance learning (7,9%). The same pattern could be observed across all district municipalities.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in thousands)	District municipality					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Pre-school	1–4	Number	*	*	*	*	*	**6**
		Per cent	1,5	0,9	1,1	*	*	**1,1**
	5	Number	200	108	145	37	28	**518**
		Per cent	96,6	99,1	98,9	98,3	100,0	**98,1**
	6–7	Number	4	*	*	*	*	**4**
		Per cent	1,9	*	*	*	*	**0,8**
School	1–4	Number	9	*	8	*	4	**24**
		Per cent	0,8	0,3	1,0	0,4	2,2	**0,8**
	5	Number	1 058	746	789	216	154	**2 963**
		Per cent	96,0	97,0	96,9	96,6	95,8	**96,5**
	6–7	Number	34	21	18	7	*	**83**
		Per cent	3,1	2,7	2,2	2,9	2,0	**2,7**
Higher education institutions	1–4	Number	49	47	26	5	7	**135**
		Per cent	40,0	43,5	40,4	30,4	67,1	**41,7**
	5	Number	73	60	34	11	4	**182**
		Per cent	60,0	55,5	53,6	61,7	32,9	**56,4**
	6–7	Number	*	*	4	*	*	**6**
		Per cent	*	1,0	6,0	7,9	*	**1,9**
Other institutions	1–4	Number	61	32	21	4	6	**124**
		Per cent	44,4	32,7	20,2	18,9	34,5	**32,8**
	5	Number	73	63	82	17	11	**246**
		Per cent	53,0	65,5	78,4	81,1	63,1	**65,2**
	6–7	Number	4	*	*	*		**7**
		Per cent	2,6	1,8	1,4	*	2,4	**1,9**
All institutions	1–4	Number	122	82	56	10	17	**288**
		Per cent	7,8	7,6	5,0	3,5	7,8	**6,7**
	5	Number	1 405	978	1 050	280	196	**3 909**
		Per cent	89,5	90,3	93,0	93,8	90,5	**91,0**
	6–7	Number	42	23	23	8	4	**100**
		Per cent	2,7	2,2	2,0	2,8	1,7	**2,3**
Total		**Number**	**1 569**	**1 083**	**1 129**	**299**	**217**	**4 297**

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 shows the number of days per week that learners travelled to their educational institution by municipality. Across all different educational institutions, the majority of learners travelled for five days per week. Only a small proportion of learners travelled for less than five or between six and seven days per week. In West Rand most (67,1%) of the learners in higher education indicated that they travelled less than 5 days per week.

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

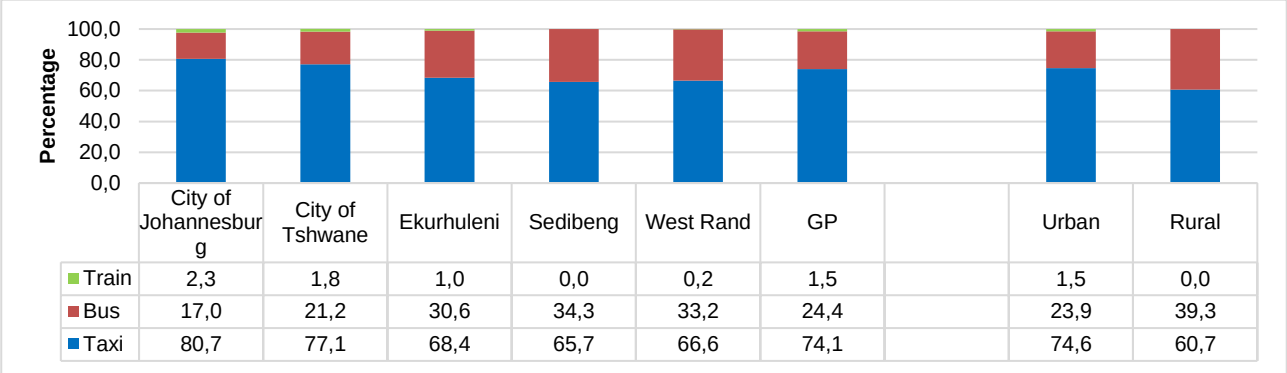
Mode of travel		Statistics ('000)	District municipality (per cent within District municipality)					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	7	7	4	*	*	**17**
		Per cent	0,5	0,7	0,3	*	*	**0,4**
	Bus	Number	52	78	108	28	18	**284**
		Per cent	3,6	7,7	10,2	9,7	9,0	**7,1**
	Taxi	Number	249	285	241	53	36	**864**
		Per cent	17,2	28,2	22,7	18,5	18,1	**21,6**
Private transport	Car/truck driver	Number	34	30	19	19	10	**111**
		Per cent	2,4	2,9	1,8	6,6	4,8	**2,8**
	Car/truck passenger	Number	233	190	223	45	51	**743**
		Per cent	16,1	18,8	21,1	15,8	25,5	**18,6**
Walking all the way		Number	744	377	448	141	81	**1 792**
		Per cent	51,6	37,3	42,3	49,5	40,8	**44,8**
Other		Number	124	45	17	*	*	**188**
		Per cent	8,6	4,4	1,6	*	1,7	**4,7**
Total		**Number**	**1 443**	**1 012**	**1 059**	**286**	**200**	**4 000**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.5 indicates the main mode of travel used by learners to their educational institutions by district municipality. In the province, 44,8% of learners walked all the way to their educational institution, followed by those who used taxis (21,6%) and those who were passengers in a car/truck (18,6%). Only, 0,4% of learners used trains as their mode of travel.

A similar pattern was observed for all the other municipalities, except for West Rand were the second most used mode of transport used by learners was car/truck passenger at 25,5%.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP		Urban	Rural
Train	2,3	1,8	1,0	0,0	0,2	1,5		1,5	0,0
Bus	17,0	21,2	30,6	34,3	33,2	24,4		23,9	39,3
Taxi	80,7	77,1	68,4	65,7	66,6	74,1		74,6	60,7

Percentages calculated within municipalities and geographical location

Figure 3.2 indicates that learners who used public transport were more likely to use taxis (74,1%) than buses (24,4%) and trains (1,5%). A similar pattern was followed across all district municipalities and geographic location.

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)					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	*	*	*	*	*	**4**
		Per cent	55,9	*	44,1	*	*	**100**
	Bus	Number	31	64	93	24	17	**229**
		Per cent	13,3	28,0	40,7	10,6	7,4	**100**
	Taxi	Number	145	190	152	30	27	**545**
		Per cent	26,7	34,8	28,0	5,5	5,0	**100**
Private transport	Car/truck driver	Number	21	4	*	12	4	**44**
		Per cent	46,2	9,2	7,2	27,4	10,0	**100**
	Car/truck passenger	Number	174	161	177	33	33	**578**
		Per cent	30,1	27,8	30,6	5,7	5,7	**100**
Walking all the way		Number	606	295	354	119	68	**1 443**
		Per cent	42,0	20,4	24,6	8,3	4,7	**100**
Other		Number	102	34	15	*	*	**153**
		Per cent	66,6	22,4	9,7	*	1,3	**100**
Total		**Number**	**1 081**	**748**	**797**	**219**	**152**	**2 996**
		Per cent	**36,1**	**25,0**	**26,6**	**7,3**	**5,1**	**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.

According to Table 3.6, learners who were attending school used different modes of travel to reach their educational institutions. Slightly more than 1,4 million scholars in the province walked all the way to their educational institutions, while 578 000 were passengers in a car/truck and 545 000 used taxis.

Most scholars who used taxis resided in metropolitan areas – City of Johannesburg, City of Tshwane and Ekurhuleni, those that used buses were found in Ekurhuleni at (40,7%), and majority of those that use car/truck as a driver were found in City of Johannesburg at 46,2%.

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					Gauteng
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Train	Number	*	4	9	*	*	**17**
		Per cent	*	0,1	4,0	1,5	1,6	**0,4**
	Bus	Number	11	229	27	5	12	**284**
		Per cent	2,2	7,6	12,6	3,4	9,0	**7,1**
	Taxi	Number	89	545	72	91	68	**864**
		Per cent	17,0	18,2	33,3	67,3	50,9	**21,6**
Private transport	Car/truck driver	Number	5	44	52	*	7	**111**
		Per cent	1,0	1,5	24,4	1,6	5,1	**2,8**
	Car/truck passenger	Number	123	578	30	5	7	**743**
		Per cent	23,7	19,3	13,9	3,7	5,0	**18,6**
Walking all the way		Number	266	1 443	18	30	35	**1 792**
		Per cent	51,2	48,2	8,5	22,1	26,3	**44,8**
Other		Number	25	153	7	*	*	**188**
		Per cent	4,9	5,1	3,3	*	2,0	**4,7**
Total		**Number**	**520**	**2 996**	**215**	**135**	**135**	**4 000**
		Per cent	**13,0**	**74,9**	**5,4**	**3,4**	**3,4**	**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.

Table 3.7 shows the modes of travel used by learners to travel to their respective educational institutions. Of the 1,8 million learners who walked all the way to their educational institutions, most were scholars (1,4 million), followed by pre-scholars (266 000). For scholars, car/truck passenger (19,3%) was the second most used mode of transport, followed by taxis (18,2%).

Meanwhile, travelling by car/truck as a passenger (23,7%) and by taxis (17,0%) were the second and third most used mode of transport for pre-scholars. The mode of travel used by most learners attending a higher education institution was taxis (33,3%), followed by car/truck driver (24,4%) and car/truck passenger (13,9%).

Table 3.8: Leaners who walked, cycled, drove or hitch-hiked 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 Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality
City of Johannesburg	744	41,5	95,9	*	*	*	31	30,8	4,1	*	*	*
City of Tshwane	377	21,1	92,3	*	100,0	0,4	30	29,1	7,3	*	*	*
Ekurhuleni	448	25,0	96,1	*	*	*	15	14,3	3,1	4	100,0	0,8
Sedibeng	141	7,9	88,4	*	*	*	19	18,3	11,6	*	*	*
West Rand	81	4,5	91,4	*	*	*	8	7,5	8,6	*	*	*
Gauteng	**1 792**	**100,0**	**94,3**	*****	**100,0**	**0,1**	**102**	**100,0**	**5,4**	**4**	**100,0**	**0,2**
Geographic location												
Urban	1 738	96,9	94,3	*	100,0	0,1	100,0	97,8	5,4	4	100,0	0,2
Rural	55	3,1	96,0	*	*	*	*	2,2	4,0	*	*	*

*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, 1,8 million learners walked all the way to their educational institution. Across district municipalities, the highest percentage of learners who walked to their educational institution was recorded in City of Johannesburg (41,5%), followed by City of Tshwane (21,1%) and Ekurhuleni (25,0%). In contrast, exclusive cyclists were most likely to come from City of Tshwane.

As many as 102 000 learners in Gauteng drove to their educational institution. Of these drivers, 30,8% were based in City of Johannesburg, whilst 29,1% were located in City of Tshwane, and 18,3% lived in Sedibeng .

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		Gauteng
		Urban	Rural	
It was by choice	Number	85	4	**89**
	Per cent	4,9	6,6	**5,0**
Public transport too expensive	Number	135	4	**140**
	Per cent	7,8	8,0	**7,8**
Public transport not available	Number	3	*	**4**
	Per cent	0,2	0,9	**0,2**
No public transport available at specific times	Number	8	*	*****
	Per cent	*	0,4	**0,0**
Public transport is not enough	Number	4	*	**4**
	Per cent	0,2	*	**0,2**
No transport	Number	10	*	**10**
	Per cent	0,6	*	**0,6**
Nearby/ close enough to walk	Number	1 473	46	**1 519**
	Per cent	84,8	84,0	**84,7**
Health reasons/ exercising	Number	6	*	**6**
	Per cent	0,4	*	**0,4**
Other	Number	20	*	**20**
	Per cent	1,2	*	**1,1**
Total	**Number**	**1 738**	**55**	**1 792**
	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 the 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 (84,7%). The second most common reason provided was that public transport was too expensive (7,8%). This reason was most likely to be given in rural areas (8,0%). Five per cent (5,0%) of learners indicated that it was their choice to walk all the way to their educational destination.

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

District municipality	Statistics (numbers in thousands)	Type of scholar transport		Gauteng
		Government scholar transport	Private scholar transport	
City of Johannesburg	Number	38	238	**276**
	Per cent	13,9	86,1	**100,0**
City of Tshwane	Number	69	239	**308**
	Per cent	22,3	77,7	**100,0**
Ekurhuleni	Number	37	179	**215**
	Per cent	17,0	83,0	**100,0**
Sedibeng	Number	18	29	**47**
	Per cent	38,3	61,7	**100,0**
West Rand	Number	15	34	**49**
	Per cent	30,4	69,6	**100,0**
GP	**Number**	**176**	**720**	**896**
	Per cent	**19,7**	**80,3**	**100,0**

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

About 720 000 (80,3%) scholars used private scholar transport to reach their educational destination, while the remaining 176 000 (19,7%) learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in Sedibeng (38,3%), followed by West Rand (30,4%), City of Tshwane (22,3%) and City of Johannesburg at (13,9%).

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

District municipality of origin	Province of destination				
	FS	NW	GP	MP	GP
City of Johannesburg	0,1	*	99,9	*	**100,0**
City of Tshwane	8,0	0,4	99,5	0,1	**100,0**
Ekurhuleni	*	*	100,0	*	**100,0**
Sedibeng	0,9	*	98,9	0,1	**100,0**
West Rand	*	*	100,0	*	**100,0**
Gauteng	0,1	0,1	99,7	0,0	**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 province of destination. It shows that almost all the educational trips undertaken were within the province.

Table 3.12: Main mode of travel to educational institution, 2020

2020	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
Pre-school	520	*	2,2	17,0	24,7	51,2	4,9
School	2 996	0,1	7,6	18,2	20,8	48,2	5,1
Post-matric	350	3,1	9,0	46,4	25,6	13,7	2,2
Other	135	1,6	9,0	50,9	10,2	26,3	2,0
Total	**4 000**	**0,4**	**7,1**	**21,6**	**21,3**	**44,8**	**4,7**

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

Table 3.12 shows the proportion of learners by main mode of travel to their institutions. In 2020, the highest proportion of scholars walked all the way to school, followed by those who travelled by taxi and car (21,6% and 21,3%, respectively). Almost half of those in post-matric were more likely to use taxis (46,4%) followed by cars (25,6%), this is completely different to the general provincial trend.

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

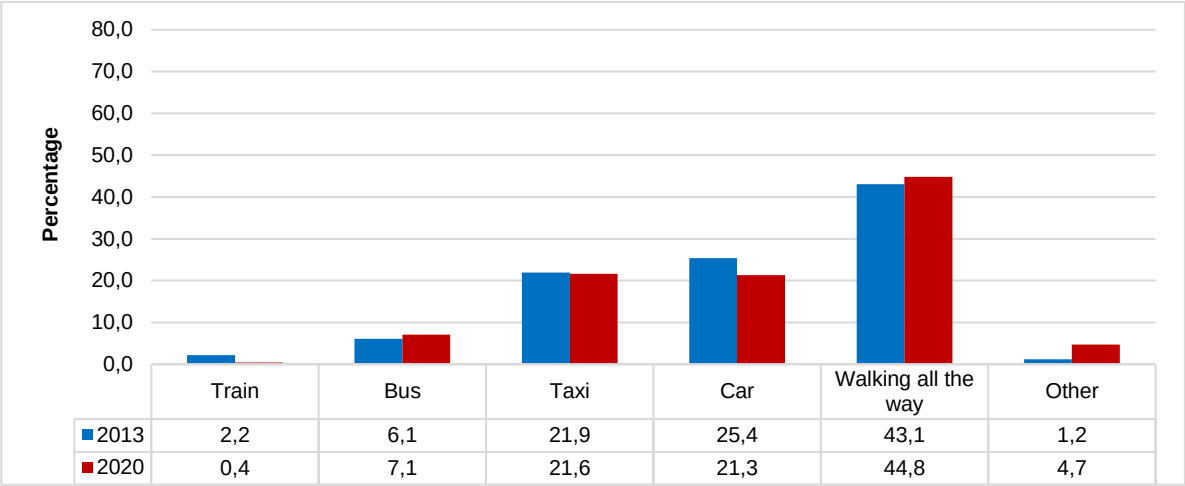


Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution increased from 43,1% in 2013 to 44,8% in 2020. Those who travelled by bus, taxi, and car showed an increase between 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 (21,6%), cars (21,3%) and buses (7,1%). The mode least likely to be used was train (0,4%).

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

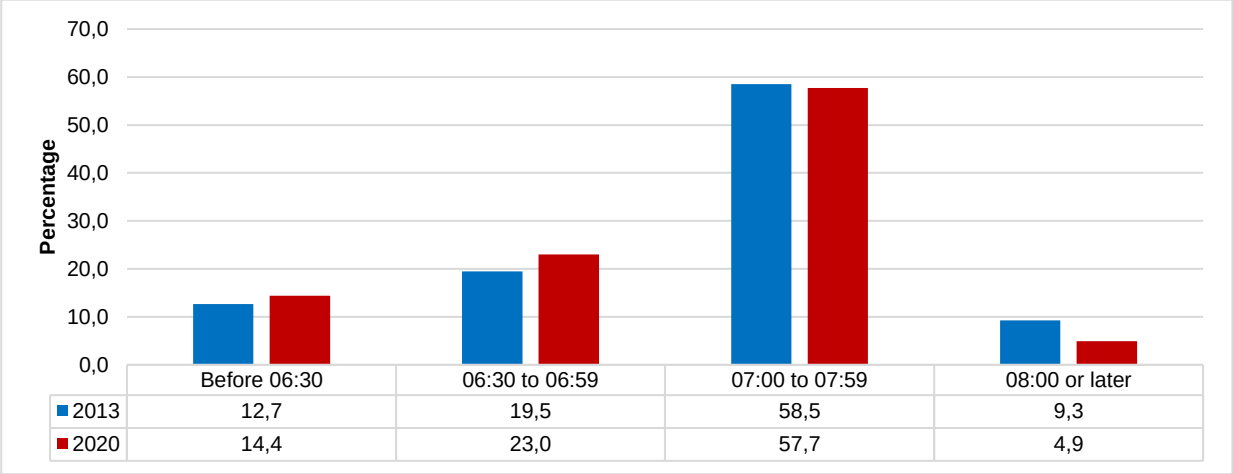
District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
City of Johannesburg	1 443	12,3	20,0	62,1	5,5	**100,0**
City of Tshwane	1 012	20,9	23,3	50,8	5,0	**100,0**
Ekurhuleni	1 059	12,0	24,3	59,7	3,9	**100,0**
Sedibeng	286	11,2	24,6	58,9	5,4	**100,0**
West Rand	200	14,1	33,7	48,8	3,4	**100,0**
Gauteng	**4 000**	**14,4**	**23,0**	**57,7**	**4,9**	**100,0**

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

Table 3.13 demonstrates the time learners leave their place of residence to attend their educational institutions. Approximately 58,0% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (23,0%) and 14,4% of them left before 06:30.

Most learners in City of Johannesburg (62,1%) left for educational institutions between 7:00 and 07:59, followed by those in Ekurhuleni and Sedibeng (59,7%and 58,9 respectively).

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



A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home 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 4,9% of learners left their homes after 08:00, while 9,3% had left their homes 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.	46–60 min.	Total
City of Johannesburg	229	89,5	10,5	*	**100,0**
City of Tshwane	142	93,6	5,7	0,7	**100,0**
Ekurhuleni	224	93,8	6,0	0,3	**100,0**
Sedibeng	44	96,5	3,5	*	**100,0**
West Rand	30	93,4	6,6	*	**100,0**
Gauteng	**669**	**92,4**	**7,3**	**0,2**	**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

Table 3.14 illustrates that about 669 000 learners indicated that they walked to catch their first transport in the province. The majority of learners (92,4%) walked for up to 15 minutes to get to their first transport, 7,3% walked between 16–30 minutes and 0,2% walked more than 45 minutes.

The majority of District Municipalities followed the same pattern: in Sedibeng , West Rand and City of Johannesburg, most learners were likely to walk up to 15 minutes. Learners in City of Tshwane and Ekurhuleni were likely to walk between 46 to 60 minutes when compared to other District Municipalities.

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

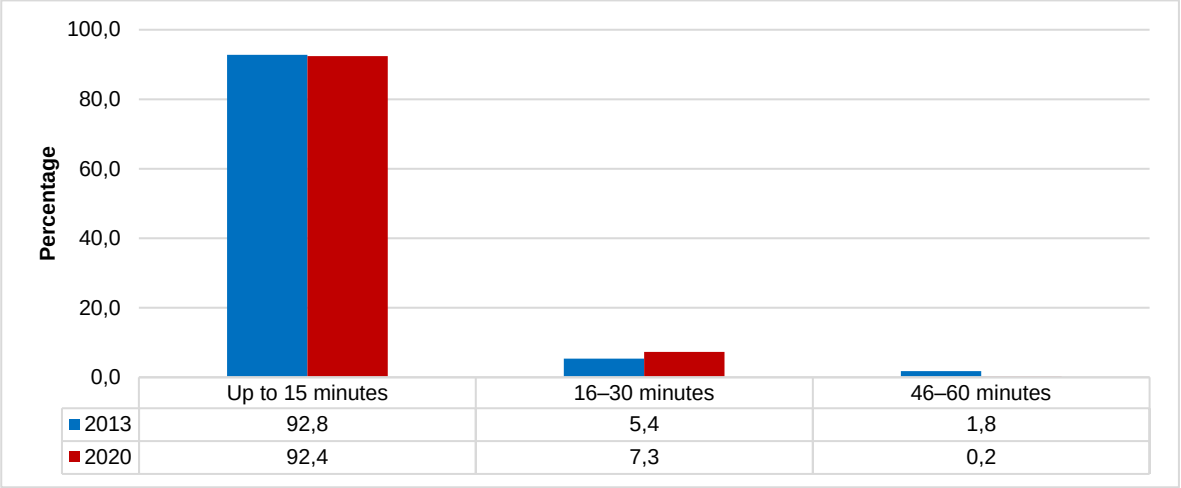


Figure 3.5 shows that the percentage of learners who walked to their first transport decreased by 0,4% between 2013 and 2020. The slight increase is observed among those who walked between 16 and 30 minutes (+1,9 percentage points), while those who walked for longer than 30 minutes showed a decrease of 1,6 percentage points over the survey period.

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
City of Johannesburg	229	218	95,0	8	3,5	*	1,5
City of Tshwane	142	133	93,8	4	2,6	5	3,6
Ekurhuleni	223	216	96,9	*	1,4	4	1,7
Sedibeng	44	44	99,6	*	0,2	*	0,3
West Rand	30	27	92,4	*	2,4	*	5,2
Gauteng	**669**	**639**	**95,6**	**16**	**2,3**	**14**	**2,1**

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 indicates that in Gauteng, 669 000 learners waited for their first transport to arrive. About 95,6% of learners across the province waited up to 15 minutes, followed by 2,3% who waited between 16 and 30 minutes while 2,1% waited for more than 30 minutes.

It was evident that across all municipalities, the majority of learners waited up to 15 minutes for their first public transport with more than 90,0% in all district municipalities. More than three per cent of learners in City of Tshwane indicated that they waited more than 30 minutes for transport, followed by Ekurhuleni (1,7%) and City of Johannesburg (1,5%).

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

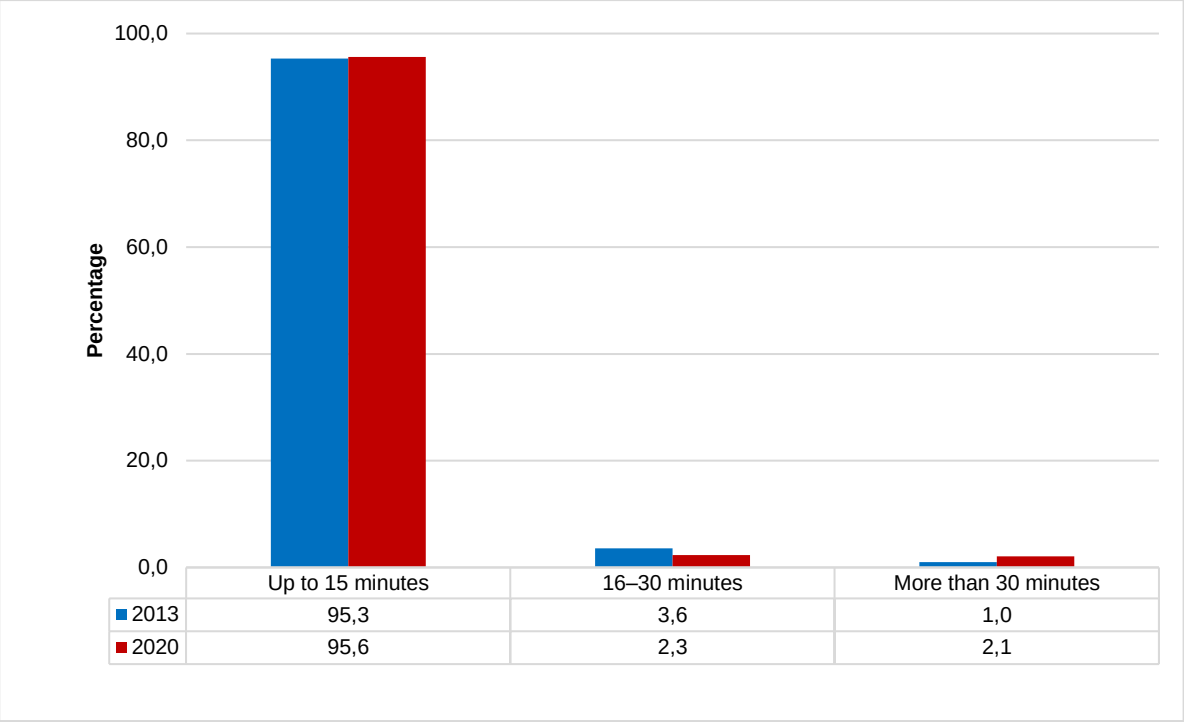


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved compared to 2013. The percentage of learners who waited for more than 15 minutes provincially decreased from 95,3% in 2013 to 95,6% in 2020.

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

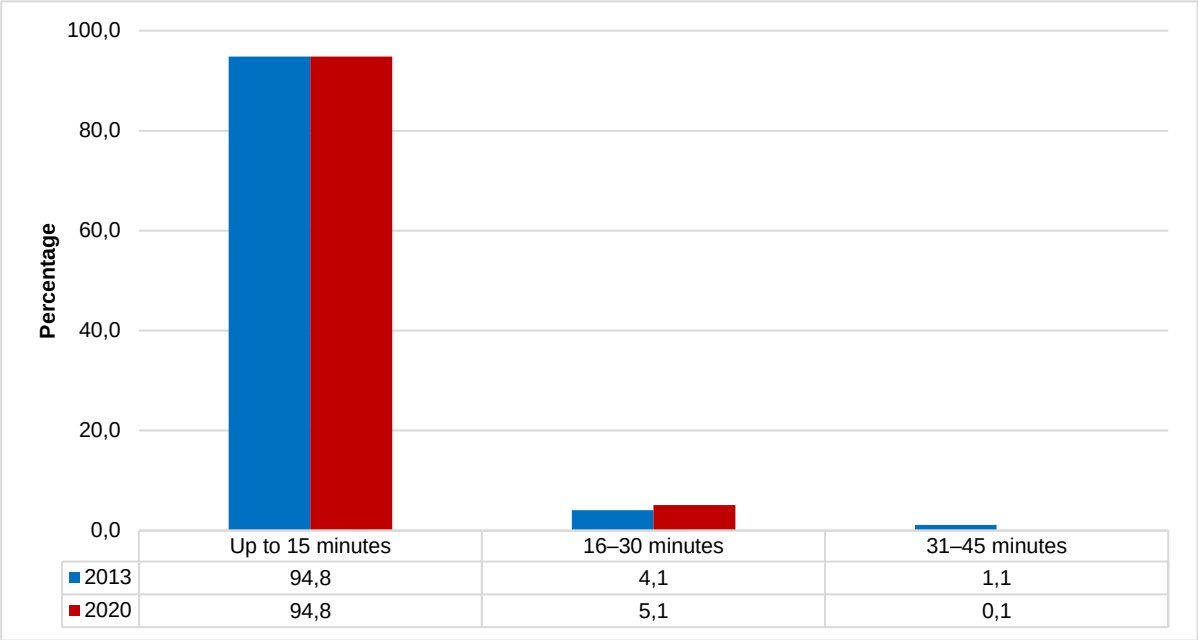
District municipality	Number of persons that walk at the end of the trip (`000)	Walking time (per cent within district municipality)			Total
		Up to 15 minutes	16–30 minutes	> 31 minutes	
City of Johannesburg	221	91,8	8,2	*	**100,0**
City of Tshwane	138	89,9	10,1	*	**100,0**
Ekurhuleni	216	99,8	*	0,2	**100,0**
Sedibeng	44	97,3	2,7	*	**100,0**
West Rand	29	99,5	*	0,5	**100,0**
Gauteng	**648**	**94,8**	**5,1**	**0,1**	**100,0**

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

Table 3.16 illustrates that 648 000 learners still had to walk a distance after being dropped by their transport to reach their educational institution. Approximately 94,8% of learners in Gauteng province, walked up to 15 minutes to reach their educational institutions after being dropped by their transport. Only a few percentages of learners in the province had to walk for more than 30 minutes after being dropped by their transport (0,1%).

Roughly 97,0% of learners in Sedibeng cited that they walked up to 15 minutes after being dropped by their transport, followed by those who walked between 16 to 30 minutes (2,7%). A significant percentage of learners in City of Tshwane walked from 16 to 30 minutes after being dropped by their transport (10,1%).

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



	Up to 15 minutes	16–30 minutes	31–45 minutes
2013	94,8	4,1	1,1
2020	94,8	5,1	0,1

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. In Gauteng, the percentage of individuals who spent up to 15 minutes or more walking to their transport, remained the same in 2013 and 2020.

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)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Train						
Mean (minutes)	80	91	96	*	90	**88**
1 – 30	22,4	*	*	*	*	**9,1**
31 – 60	42,8	13,2	*	*	.*	**22,4**
61+	34,8	86,8	100,0	*	100,0	**68,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (minutes)	63	65	54	56	56	**59**
1 – 30	15,4	18,3	26,8	12,6	21,3	**20,6**
31 – 60	50,3	40,7	47,7	54,4	42,3	**46,6**
61+	34,4	41,0	25,5	33,0	36,4	**32,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	58	58	57	56	50	**57**
1 – 30	22,7	28,2	27,6	20,6	27,4	**25,9**
31 – 60	43,5	35,4	40,3	50,6	47,5	**40,6**
61+	33,8	36,4	32,1	28,7	25,1	**33,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	40	55	58	26	51	**45**
1 – 30	56,7	26,6	29,3	79,9	27,9	**46,2**
31 – 60	30,5	31,9	29,2	17,3	33,3	**28,5**
61+	12,7	41,5	41,5	2,8	38,8	**25,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	40	36	28	30	22	**34**
1 – 30	52,2	62,9	75,9	60,6	79,8	**64,4**
31 – 60	33,0	24,8	19,2	35,5	19,1	**26,0**
61+	14,8	12,3	4,9	3,9	1,1	**9,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	24	24	26	29	30	**25**
1 – 30	81,0	83,0	75,5	65,6	64,7	**78,1**
31 – 60	15,9	14,3	20,9	29,3	29,9	**18,5**
61+	3,1	2,8	3,6	5,2	5,4	**3,4**
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

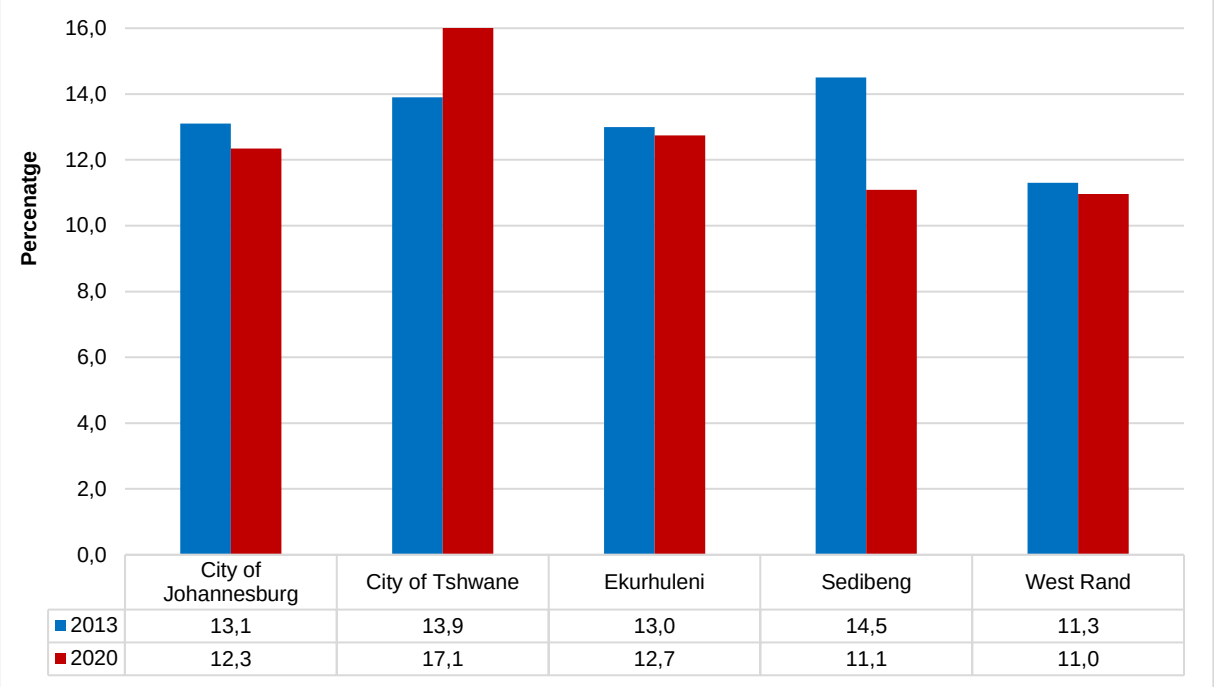
Table 3.17 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using trains needed on average 88 minutes to get to their educational institutions. While those using buses needed on average 59 minutes.

In the province, learners who used taxis needed on average 57 minutes to get to their educational institutions. About 40,6% needed, 31 to 60 minutes, followed by those who needed 61+ minutes (33,5%) and 25,9% needed one to 30 minutes.

Learners who were drivers in a car/truck needed more than 45 minutes to get to their educational institution. West Rand had the highest percentage of learners who travelled more than an hour as drivers in a car/truck. Passengers in a car/truck needed more than 30 minutes to get to their educational institution.

Those who walked all the way to their educational institutions needed on average 25 minutes to reach their destination. Notwithstanding, the majority (78,1%) needed one to 30 minutes, followed by those who needed 31 to 60 minutes (18,5%), while 3,4% needed more than 60 minutes.

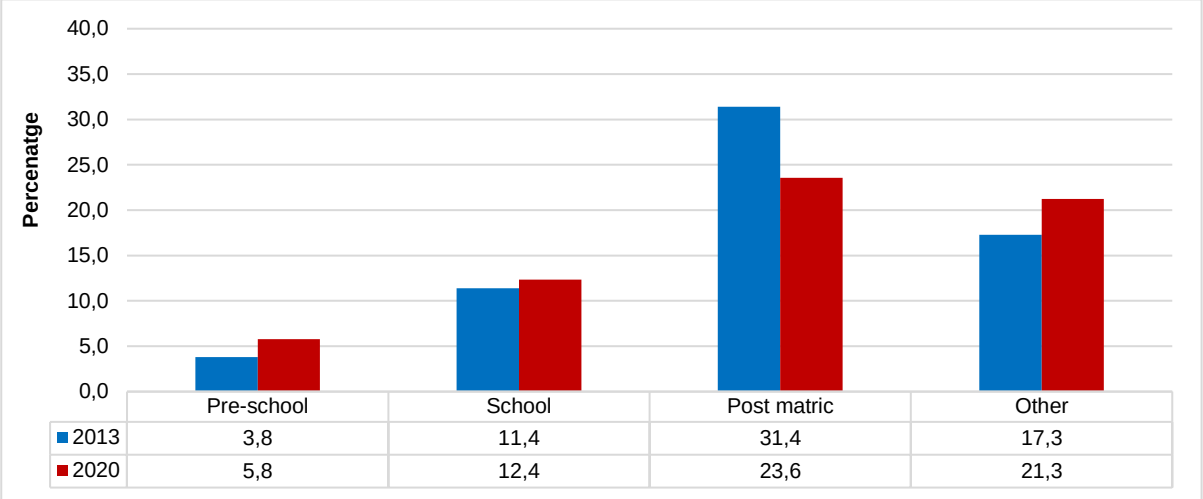
Figure 3.8: Percentage of learners travelling for longer than 60 minutes to their educational institution by district municipality, 2013 and 2020



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand
2013	13,1	13,9	13,0	14,5	11,3
2020	12,3	17,1	12,7	11,1	11,0

Figure 3.8 shows that between 2013 and 2020, the percentage of learners who travelled for longer than 60 minutes to their educational institution decreased across all municipalities. The only exception was City of Tshwane (+3,2 of a percentage point). The decrease in the West Rand DM was not significant.

Figure 3.9: Percentage of learners who travel to an educational institution for longer than 60 minutes by educational institution, 2013 and 2020

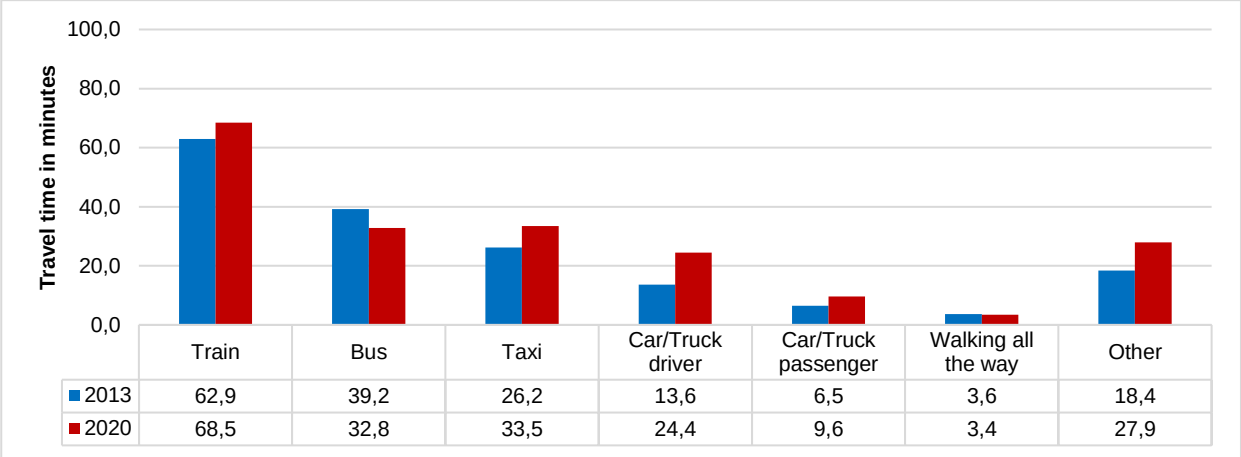


	Pre-school	School	Post matric	Other
2013	3,8	11,4	31,4	17,3
2020	5,8	12,4	23,6	21,3

Figure 3.9 provides information on learners who travelled for longer than 60 minutes to their various educational institutions. Since 2013, there has been an increase in learners who travelled for longer than 60 minutes to reach pre-school, school and other educational institutions.

In 2020, the highest percentage of learners who travelled for longer than an hour were post-matric learners (23,6%), followed by other institutions (21,3%) and 12,4% of scholars. For tertiary learners, there was a decrease of about seven percentage points from 2013 to 2020.

Figure 3.10: Total time travelled to educational institution by main mode of transport, 2013 and 2020



	Train	Bus	Taxi	Car/Truck driver	Car/Truck passenger	Walking all the way	Other
2013	62,9	39,2	26,2	13,6	6,5	3,6	18,4
2020	68,5	32,8	33,5	24,4	9,6	3,4	27,9

Figure 3.10 depicts that between 2013 and 2020, the average travel time has increased across all modes of transport except for learners who used buses and walked all the way to their educational institution. The highest increase is observed among those who travelled by trains and taxis to reach their destinations.

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

Mode and monthly payment in rand	District municipality					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Train						
Mean (Rand)	242	467	220	*	280	**324**
1–100	12,9	*	*	*	*	**5,2**
101–200	34,8	47,8	74,4	*	*	**47,7**
200+	52,3	52,2	25,6	*	100,0	**47,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (Rand)	282	146	314	98	132	**230**
1–100	6,0	*	4,2	19,9	*	**4,6**
101–200	*	26,6	14,6	1,7	17,8	**13**
200+	94,0	73,4	81,2	78,4	82,2	**82,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	593	587	555	509	566	**574**
1–100	*	0,8	1,3	2,0	*	**0,8**
101–200	5,9	8,2	4,9	3,7	2,5	**6,1**
200+	94,1	91,1	93,8	94,2	97,5	**93,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver						
Mean (Rand)	995	1831	738	245	534	**1 001**
1–100	*	*	*	*	*	*****
101–200	*	9,8	*	*	*	**4,8**
200+	100,0	90,2	100,0	100,0	100,0	**95,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger						
Mean (Rand)	282	264	40	22	94	**176**
1–100	*	4,8	*	9,0	*	**1,7**
101–200	3,0	3,8	*	24,1	11,7	**3,8**
200+	97	91,4	100	66,9	88,3	**94,5**
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.

Travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in Gauteng, with a mean of R1 001 as indicated in Table 3.18. Car\bakkie\truck passengers had the least expensive mode of travel compared to other modes, with a mean of R176. Travellers using taxis across all districts in the province pay more than R200 per month for transport.

Figure 3.11: Monthly cost of transport to educational institution by main mode of transport, 2013 and 2020

	Train	Bus	Taxi	Car\bakkie\truck driver	Car\bakkie\truck passenger
2013	557	457	422	1291	604
2020	324	230	574	1001	176

Figure 3.11 shows that overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for taxis. The most significant decrease is observed among those who travelled by car as the passenger, and those who travelled by bus and train to reach their destination.

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R1 001, followed by taxi transport (R574), train (R324) and travelling by bus (R230). Travelling by car as a passenger was the least expensive mode of travel (R176) 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 R574, followed by trains (R324) and buses (R230).

3.4 Summary

Learners in urban areas (97,5%) were more likely to attend an educational institution than those in rural areas (2,5%). The results show that 'walking all the way' was the primary method used by scholars to reach their school. This pattern is also true for disabled scholars (41,0%). The results indicate that nationally, the vast majority of learners were attending classes rather than being taught through distance learning. Learners in City of Johannesburg counted the largest percentage of both learners who attending classes and distance learning.

The results show that 'walking all the way' was the primary method used by scholars to reach their schools (48,2%). This pattern is also true for scholars with disabilities (41,0%). Travelling by taxi (27,2%) was the second most used mode of travel by scholars with disabilities, followed by travelling by car/truck as a passenger (13,6%). Whereas, scholars indicated car/truck as a passenger (19,3%) as their second most used travel mode, followed by taxis (18,2%).From 2013 to 2020, data shows that the average travel time has increased across all modes of transport except for learners who used train and car to their educational institution. The highest increase is observed among those who walked all the way and other modes of travel.

Those who used public transport experienced long travel times in the morning to access their educational institutions — learners using trains needed on average 88 minutes to get to their educational institutions. While those using buses needed on average 59 minutes. Learners who used taxis needed on average 57 minutes to get to their educational institutions.

The overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for taxis. The most significant decrease was observed among those who travelled by car as the passenger, and those who travelled by bus and train to reach their destination

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 places 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					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Worker status							
Worker	Number	2 253	1 369	1 450	305	300	**5 677**
	Per cent	39,7	24,1	25,5	5,4	5,3	**100**
Disabled	Number	215	205	107	46	39	**611**
	Per cent	35,2	33,5	17,5	7,6	6,3	**100,0**
Geographic location							
Urban	Number	2 253	1 275	1 450	285	283	**5 547**
	Per cent	40,6	23,0	26,1	5,1	5,1	**100,0**
Rural	Number	*	94	*	20	17	**130**
	Per cent	*	72,0	*	15,2	12,8	**100,0**
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	688	453	337	84	97	**1 659**
	Per cent	41,5	27,3	20,3	5,0	5,9	**100,0**
Quintile 2	Number	294	178	152	47	43	**714**
	Per cent	41,2	24,9	21,3	6,5	6,0	**100,0**
Quintile 3	Number	474	231	217	57	48	**1 026**
	Per cent	46,2	22,5	21,1	5,5	4,6	**100,0**
Quintile 4	Number	409	228	299	52	54	**1 042**
	Per cent	39,3	21,9	28,7	5,0	5,2	**100,0**
Quintile 5 (highest income quintile)	Number	388	279	446	65	58	**1 236**
	Per cent	31,4	22,6	36,1	5,3	4,7	**100,0**

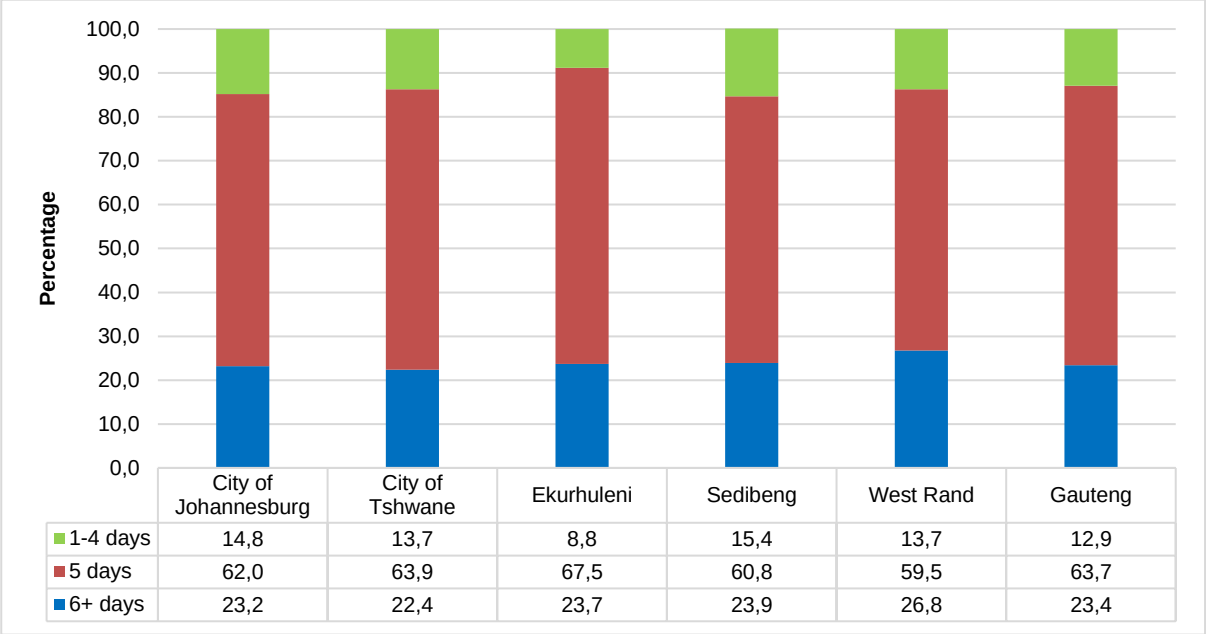
The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 4.1 illustrates that of the 5 million workers in Gauteng, four out of ten workers were located in City of Johannesburg (2 million), followed by 1,3 million workers in Ekurhuleni and City of Tshwane. Out of the 611 000 disabled workers, 35,2% were found in City of Johannesburg, followed by City of Tshwane (33,5%) and 17,5% were found in Ekurhuleni. West Rand DM recorded the least percentage of disabled workers at 6,3%.

In terms of geographic location, a large number of workers stayed in the metropolitan areas of City of Johannesburg at (40,6%) and City of Tshwane at (23%). There were about 130 000 workers in rural areas in Gauteng, with City of Tshwane having the majority at (72%).

Over 1,6 million workers fall under the lowest income quintile in Gauteng, followed by 1,2 million in the highest income quintile. Across all income quintiles, the smallest numbers of workers were in the Sedibeng and West Rand DM.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
1-4 days	14,8	13,7	8,8	15,4	13,7	12,9
5 days	62,0	63,9	67,5	60,8	59,5	63,7
6+ days	23,2	22,4	23,7	23,9	26,8	23,4

Percentages calculated within district municipalities

According to Figure 4.1, most workers in Gauteng travelled to work for five days a week (63,7%), followed by those who travelled for six days plus a week (23,4%). Only 12,9% worked for less than five days a week. Most workers reported that they travelled to work for five days a week in all district municipalities.

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	
City of Johannesburg	Number	308	1 293	484	**2 085**
	Per cent	14,8	62,0	23,2	**100,0**
City of Tshwane	Number	176	822	289	**1 287**
	Per cent	13,7	63,9	22,4	**100,0**
Ekurhuleni	Number	119	917	322	**1 358**
	Per cent	8,8	67,5	23,7	**100,0**
Sedibeng	Number	43	171	67	**281**
	Per cent	15,4	60,8	23,9	**100,0**
West Rand	Number	37	162	73	**272**
	Per cent	13,7	59,5	26,8	**100,0**
Gauteng	Number	683	3 365	1 235	**5 283**
	Per cent	12,9	63,7	23,4	**100,0**
Geographic location					
Urban	Number	663	3 297	1 209	**5 169**
	Per cent	12,8	63,8	23,4	**100,0**
Rural	Number	20	68	26	**114**
	Per cent	17,7	59,3	23,0	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

Table 4.2 illustrates the number of days travelled per week to places of work. Approximately 64% of people in Gauteng travelled five days per week to their places of work (63,7%). Only a small percentage of workers travelled 1–4 days per week to their places of work (12,9%). The majority of workers in City of Johannesburg

travelled 5 days per week (62,0%), while West Rand DM had the highest percentage (26,8%) of workers who travelled 6 days per week to their places of work.

More than sixty per cent (63,8%) of workers in urban areas travelled to their place of work for 5 days per week, compared to 59,3% workers in the rural areas. Compared to their urban counterparts, workers in rural areas were more likely to travel for 1–4 days to their places of work (17,7%).

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							Gauteng
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	80	153	1 700	1 812	280	570	46	**4 641**
	Per cent	1,7	3,3	36,6	39,0	6,0	12,3	1,0	**100,0**
Disabled worker	Number	5	10	174	202	27	53	5	**476**
	Per cent	1,1	2,1	36,6	42,4	5,7	11,1	1,1	**100,0**
Province									
City of Johannesburg	Number	28	81	729	592	101	255	19	**1 805**
	Per cent	1,6	4,5	40,4	32,8	5,6	14,1	1,0	**100,0**
City of Tshwane	Number	15	56	390	502	44	99	8	**1 114**
	Per cent	1,3	5,0	35,1	45,1	4,0	8,9	0,7	**100,0**
Ekurhuleni	Number	35	9	434	518	88	129	14	**1 228**
	Per cent	2,9	0,7	35,4	42,2	7,2	10,5	1,2	**100,0**
Sedibeng	Number	*	6	72	106	24	41	*	**252**
	Per cent	0,4	2,2	28,5	42,1	9,4	16,4	0,9	**100,0**
West Rand	Number	*	*	74	94	23	46	*	**243**
	Per cent	0,4	0,9	30,6	38,6	9,3	19,1	1,0	**100,0**
GP	Number	80	153	1 700	1 812	280	570	46	**4 641**
	Per cent	1,7	3,3	36,6	39,0	6,0	12,3	1,0	**100,0**
Geographic location									
Urban	Number	80	147	1 676	1 785	271	542	44	**4 545**
	Per cent	1,8	3,2	36,9	39,3	6,0	11,9	1,0	**100,0**
Rural	Number	*	6	24	27	9	29	*	**96**
	Per cent	*	6,1	24,7	28,3	9,2	29,9	1,7	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	19	46	368	768	81	109	9	**1 398**
	Per cent	1,3	3,3	26,3	54,9	5,8	7,8	0,6	**100,0**
Quintile 2	Number	18	28	247	105	36	81	12	**528**
	Per cent	3,4	5,3	46,9	19,9	6,9	15,4	2,3	**100,0**
Quintile 3	Number	17	27	356	129	47	213	10	**800**
	Per cent	2,2	3,4	44,5	16,1	5,9	26,6	1,3	**100,0**
Quintile 4	Number	19	29	458	164	56	121	9	**857**
	Per cent	2,2	3,4	53,5	19,2	6,5	14,2	1,1	**100,0**
Quintile 5 (highest income quintile)	Number	7	23	271	646	60	45	6	**1 058**
	Per cent	0,7	2,2	25,6	61,0	5,7	4,3	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 the modes of transport used by workers when travelling to their workplaces. More than a third of workers drove a car/truck to their workplace (39,0%), for workwers with disabilities this was 42,4%. Taxi was the second most popular mode of transport among workers, even for workers with disabilities.

Car/truck driver was mentioned as the main mode of travel followed by those who travelled by taxis and those who walked all the way throughout all the district municipalities, except for City of Johannesburg where the main mode of travel by workers was taxis (40,4%) followed by car/truck drivers (32,8%) and walking all the way (14,1%).

A significant percentage of workers from households with higher and lowest income quintiles drove a car/truck to their places of work (61,0% and 54,9 respectively), while workers from households in the middle-income quintiles were more likely to use taxis to their places of work.

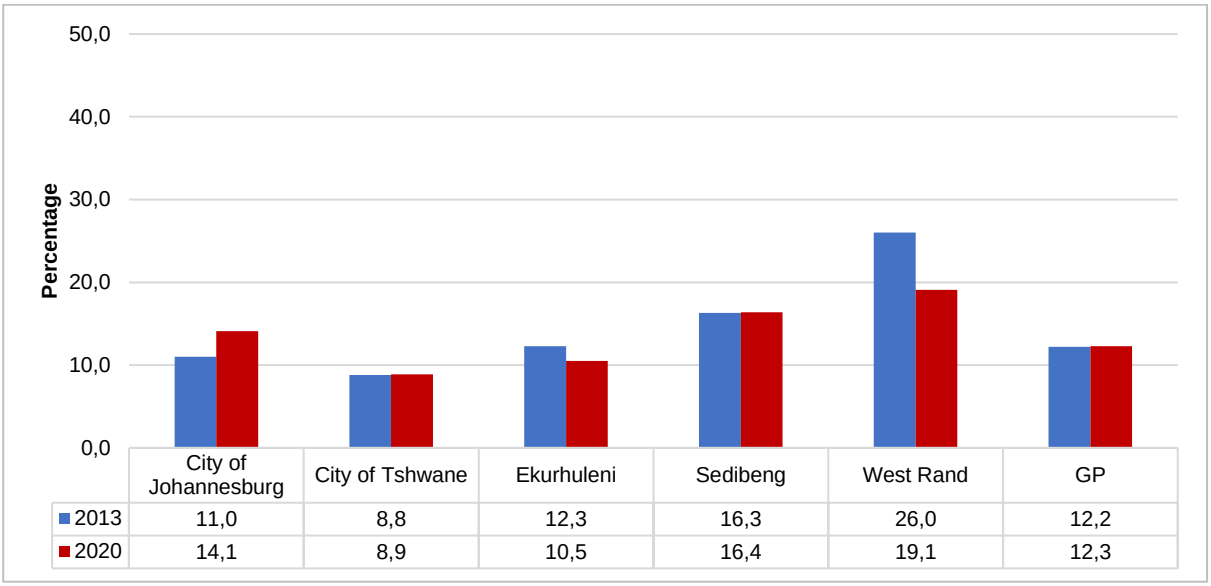
Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020

2013	Total number of trips ('000)			
District municipality	**Train**	**Bus**	**Taxi**	**Gauteng**
City of Johannesburg	125	104	567	**797**
City of Tshwane	87	86	278	**453**
Ekurhuleni	112	17	384	**514**
Sedibeng	8	17	82	**109**
West Rand	4	10	88	**103**
Gauteng	**339**	**236**	**1 402**	**1 978**
% of all public transport trips	17,2	12,0	70,9	**100,0**
2020				
City of Johannesburg	28	80	728	**837**
City of Tshwane	14	55	390	**460**
Ekurhuleni	35	8	434	**478**
Sedibeng	*	5	71	**78**
West Rand	*	*	74	**77**
Gauteng	**79**	**152**	**1 699**	**1 932**
% of all public transport trips	4,1	7,9	87,9	**100,0**

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

Table 4.4 describes the total number of trips workers undertook to work using public transport. A total of 1.9 million trips were made by workers in Gauteng using public transport to travel to work. Slightly more than eighty per cent of workers in the province used taxis (87,9%), a significant increase from 2013 (70,9%), followed by those who used buses (7,9%) and those who used trains (4,1%).

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
2013	11,0	8,8	12,3	16,3	26,0	12,2
2020	14,1	8,9	10,5	16,4	19,1	12,3

Percentages calculated within district municipalities

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipality. The proportion of workers who walked all the way to work slightly increased from 12,2% in 2013 to 12,3% in 2020. In 2013, 'walking all the way' was more likely to occur in West Rand (26,0%) than anywhere else in the province, workers in West Rand were more likely to walk than workers of other district municipalities (19,1%). Less than ten per cent of workers in City of Tshwane (8,9%) walked all the way to work.

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

District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality
City of Johannesburg	255	44,6	11,3	6	28,5	0,3	543	33,2	24,1	9	36,1	0,4
City of Tshwane	99	17,3	7,2	*	4,4	0,1	460	28,1	33,6	6	23,2	0,4
Ekurhuleni	129	22,7	8,9	10	48,3	0,7	447	27,4	30,8	8	34,6	0,6
Sedibeng	41	7,3	13,6	*	10,4	0,7	98	6,0	32,1	*	*	0,1
West Rand	46	8,1	15,5	*	8,5	0,6	86	5,3	28,8	*	5,2	0,4
Gauteng	**570**	**100,0**	**10,0**	**20**	**100,0**	**0,4**	**1 634**	**100,0**	**28,8**	**24**	**100,0**	**0,4**
Geographic location												
Urban	542	95,0	9,8	19	94,9	0,3	1 607	98,3	29	23	94,8	0,4
Rural	29	5,0	22,0	*	5,1	0,8	27	1,7	20,8	*	5,2	1,0

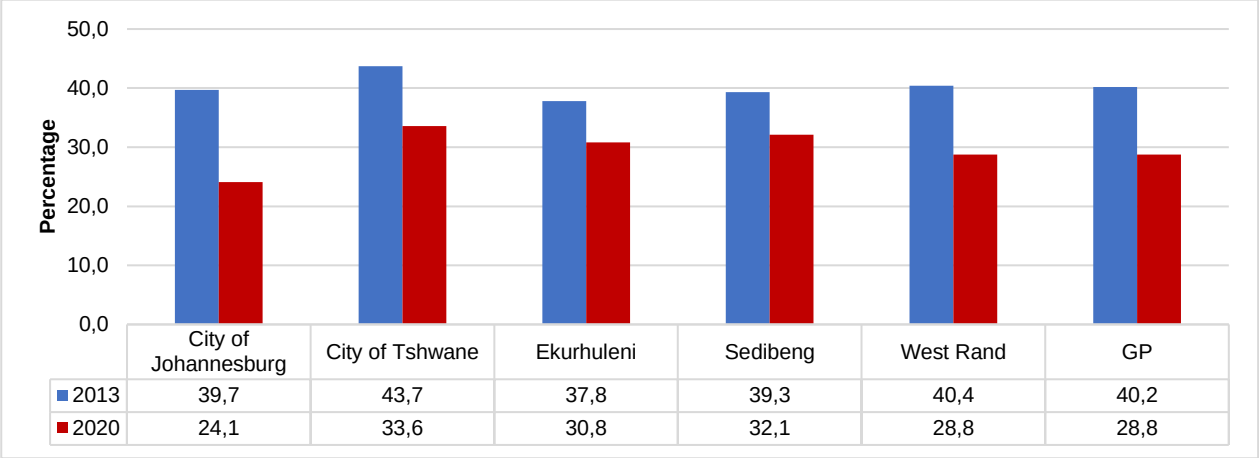
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.

Table 4.5 shows the number of workers who walked all the way, cycled, and drove to work. Of the 570 000 workers who walked all the way to work, 44,6% resided in City of Johannesburg, followed by Ekurhuleni (22,7%), while the smallest percentage (7,3%) lived in Sedibeng .

Most workers who cycled to work were located in Ekurhuleni (48,3%), followed by City of Johannesburg (28,5%). Approximately 1,6 million workers drove all the way to work, of which the largest percentages were to be found in City of Johannesburg (33,2%), followed by City of Tshwane (28,1%), and Ekurhuleni (27,4%). The smallest percentage of workers who drove all the way to work lived in West Rand (5,3%).

Geographically and in terms of absolute number, workers who walked all the way, cycled, and drove to work were more likely to be from urban areas than rural areas.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
2013	39,7	43,7	37,8	39,3	40,4	40,2
2020	24,1	33,6	30,8	32,1	28,8	28,8

Percentages calculated within district municipalities

Figure 4.3 shows a significant decrease among workers who drove all the way to their workplaces (from 40,2% in 2013 to 28,8% in 2020). The largest decreases between 2013 and 2020 were observed in City of Johannesburg (-15,6 percentage points), West Rand (-11,6 percentage points) and City of Tshwane (-10,1 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	
It was by choice	Number	49	*	51
	Per cent	9,0	9,9	9,0
Public transport too expensive	Number	62	*	64
	Per cent	11,5	4,6	11,1
Public transport not available	Number	7	*	7
	Per cent	1,3	*	1,2
No public transport available at specific times	Number	7	*	7
	Per cent	1,2	*	1,2
Public transport is not enough	Number	4	*	4
	Per cent	0,8	*	0,7
No transport	Number	6	*	7
	Per cent	1,2	1,8	1,2
Nearby/ close enough to walk	Number	389	23	413
	Per cent	71,9	80,9	72,3
Health reasons/ exercising	Number	4	*	4
	Per cent	0,6	*	0,6
Other	Number	14	*	15
	Per cent	2,6	2,8	2,6
Total	**Number**	**542**	**29**	**570**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.6 shows that most workers walked all the way to their places of work because it is nearby/close enough to walk (72,3%). This reason was more likely to be given by workers in rural areas (80,9%) than workers in urban areas (71,9%). More than one-tenth of workers indicated that public transport was too expensive (11,1%), this reason was most likely to be given in urban areas (11,5%).

The third most common reason was that it was by choice to walk all the way to work (9,0%). It is noticeable that rural workers were much more likely to offer this as a reason than urban workers (9,9% compared to 9,0%).

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	7	*	**8**
	Per cent	38,1	100,0	**41,3**
Public transport too expensive/not available/not enough	Number	6	*	**6**
	Per cent	32,1	*	**30,5**
Nearby/ close enough to walk	Number	*	*	*****
	Per cent	11,9	*	**11,3**
Health reasons/ exercising	Number	*	*	*****
	Per cent	8,0	*	**7,6**
Other	Number	*	*	*****
	Per cent	9,9	*	**9,4**
Total	**Number**	**19**	*****	**20**
	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 41,3% 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 (30,5%), and by those who indicated that it was nearby/close enough to walk (11,3%).

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	203	4	**206**
	Per cent	33,8	61,1	**34,1**
To drop/ pick up passengers on his/ her way to work	Number	202	*	**203**
	Per cent	33,6	17,5	**33,5**
To drop/ pick up passengers on his/ her way back home	Number	148	*	**149**
	Per cent	24,7	10,9	**24,6**
To pick up lift-club members	Number	26	*	**27**
	Per cent	4,4	10,5	**4,5**
Other	Number	20	*	**20**
	Per cent	3,4	*	**3,3**
Total	**Number**	**599**	**6**	**605**
	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, 34,1% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 33,5% who had to pick up or drop passengers off on their way to work. This was more prominent in urban areas (33,6%) than in rural areas (17,5%). The results further show that 24,6% of workers use their cars to pick up lift-club members on their way to work.

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

Main reasons for hitchhiked all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*****
	Per cent	7,9	12,4	**8,1**
Public transport too expensive/not available/not enough	Number	7	*	**7**
	Per cent	32,0	*	**30,4**
No transport	Number	*	*	*****
	Per cent	14,8	*	**14,1**
Nearby/ close enough to hitchhike	Number	*	*	*****
	Per cent	11,8	*	**11,2**
It is cheaper/reasonable/free of charge	Number	*	*	*****
	Per cent	12,1	*	**11,5**
Other	Number	5	*	**6**
	Per cent	21,3	87,6	**24,7**
Total	**Number**	**23**	*****	**24**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than one-third (30,4%) of workers cited public transport as being too expensive or not available as the main reason for hitchhiking all the way to work. In comparison, 14,1% hitchhiked to their respective places of work mainly because there was no transport.

Rural workers (12,4%) were more likely to cite it was by choice for hitchhiking to work than urban workers (7,9%).

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 Gauteng
City of Johannesburg	993	316	31,8	57,9
City of Tshwane	549	109	19,8	20,0
Ekurhuleni	633	101	15,9	18,4
Sedibeng	111	5	4,5	0,9
West Rand	107	15	14,2	2,8
GP	**2 393**	**545**	**22,8**	**100,0**

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

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. Slightly less than two million in Gauteng indicated that they had to connect at least once when going to work. More than half of all the workers in Gauteng who changed transport worked in City of Johannesburg (57,9%). Proportionally within provinces, workers in City of Johannesburg (31,8%), City of Tshwane (19,8%), Ekurhuleni (15,9%) and West Rand (14,2%) were more likely to change transport.

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

Main mode of travel	Statistics (numbers in thousands)	Changed transport		Total
		Yes	No	
Train	Number	28	52	**80**
	Per cent	34,8	65,2	**100,0**
Bus	Number	51	102	**153**
	Per cent	33,4	66,6	**100,0**
Taxi	Number	463	1 237	**1 700**
	Per cent	27,2	72,8	**100,0**
Total	**Number**	**542**	**1 391**	**1 933**
	Per cent	**28,0**	**72,0**	**100,0**

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

Table 4.11 reveals that the need to transfer affects train users more than other users. Of the public transport users (1,9 million) who mentioned that they changed transport on the way to their work, 72,0% of them did not change transport while 28,0% had to change transport. Of those who changed transport, most workers were train passengers (34,8%), followed by 33,4% of those using buses and 27,2% of taxi users.

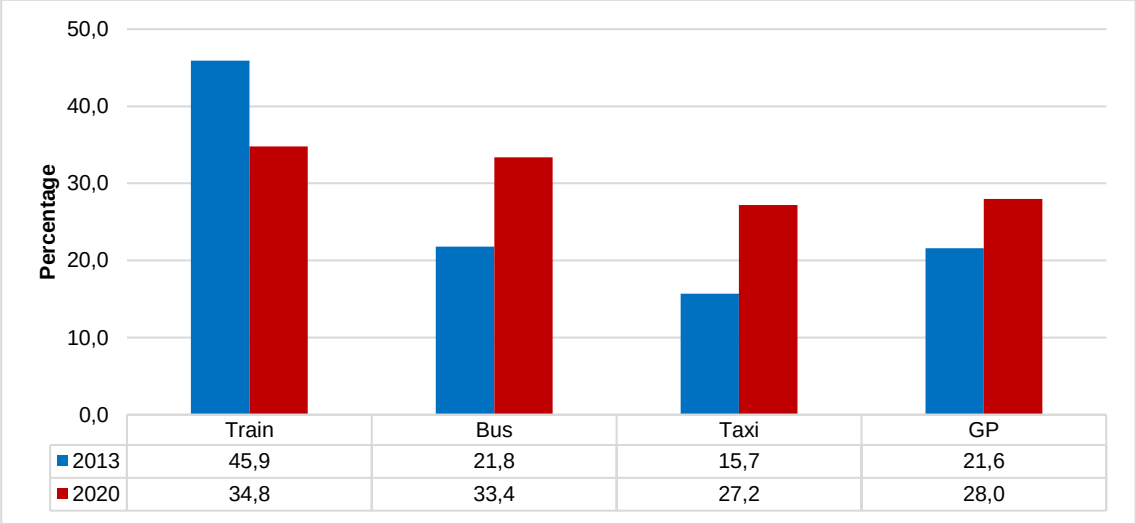
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in thousands)	No of transfers (percentage of trips)			Total
		1	2	3	
Train	Number	24	*	*	**28**
	Per cent	87,3	1,9	10,8	**100,0**
Bus	Number	44	6	*	**51**
	Per cent	85,8	10,8	3,4	**100,0**
Taxi	Number	398	51	15	**463**
	Per cent	85,9	10,9	3,2	**100,0**
Total	**Number**	**466**	**57**	**19**	**542**
	Per cent	**85,9**	**10,5**	**3,6**	**100,0**

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

Table 4.12 represents the number of transfers made by public transport users. Bus and taxi users recorded the highest percentage of workers who had to make two or three changes on their way to work (14,2% and 14,1% respectively), followed by train users (12,7%).

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



Percentages calculated within mode of travel

Figure 4.4 shows that in Gauteng, there was an increase in the percentage of public transport users who made at least one transfer (from 21,6% in 2013 to 28,0% in 2020). Most workers who completed at least one public transport transfer used trains, this percentage decreased from 45,9% in 2013 to 34,8% in 2020, train users were still the most likely of all public transport users to make one or more transfer during their journey to work.

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

District municipality of origin	Province of destination							
	NC	FS	KZN	NW	GP	MP	LP	RSA
Sedibeng	0,2	0,2	*	0,2	99,3	0,1	*	**100,0**
West Rand	0,2	*	0,1	1,4	97,1	0,6	0,6	**100,0**
Ekurhuleni	*	*	*	0,1	99,6	0,2	0,1	**100,0**
City of Johannesburg	*	3,9	*	*	96,0	0,1	*	**100,0**
City of Tshwane	*	*	*	0,5	99,2	0,3	*	**100,0**
Gauteng	**0,1**	**0,3**	**0,0**	**0,4**	**98,8**	**0,3**	**0,1**	**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 district of origin and province of destination, and it shows that almost all the work trips undertaken were within the Gauteng province. The results also show that the provinces that attract the most work trips from the City of Johannesburg were Free State (3,9%).

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
City of Johannesburg	1 805	25,2	18,3	16,8	23,8	16,0	**100,0**
City of Tshwane	1 114	31,5	21,0	13,1	24,6	9,8	**100,0**
Ekurhuleni	1 228	28,1	17,5	16,1	26,7	11,5	**100,0**
Sedibeng	252	23,9	22,3	17,1	30,1	6,6	**100,0**
West Rand	243	28,1	17,2	20,7	25,6	8,4	**100,0**
Gauteng	**4 641**	**27,5**	**18,9**	**16,0**	**25,2**	**12,4**	**100,0**
Geographic location							
Urban	4 545	27,5	18,9	15,9	25,2	12,5	**100,0**
Rural	96	31,5	19,5	16,5	23,5	8,9	**100,0**

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

Table 4.14 above indicates the time workers leave for work by district municipality. More than a quarter 27,5% of workers in the province left for work before 06:00, followed by 25,2% who left between 07:00 to 07:59 and 18,9% left place of residence between 06:00 and 06:29. All the municipalities followed the same trend, except for Sedibeng were a high percentage (30,1%) of workers left for work between 07:00 to 07:59, followed by 23,9% who left before 06:00 and those who left between 06:00 to 06:29 (22,3%).

Geographically, workers in rural areas were most likely to leave for work before 06:00 (31,5%) compared to urban workers at (27,5%). Workers in urban areas are more likely to leave for work between 07:00 to 07:59 (25,2%) than rural workers at (23,5%).

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

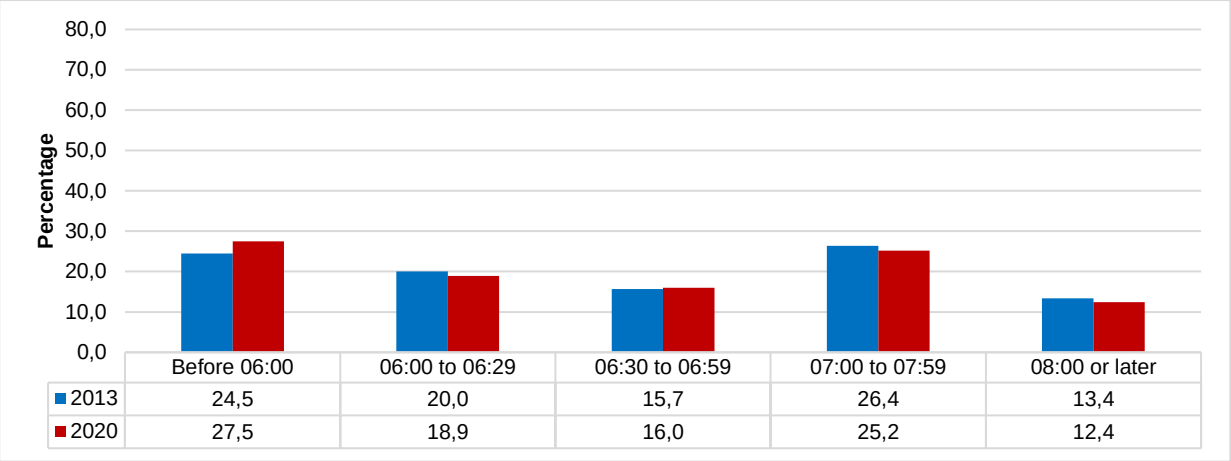


Figure 4.5 shows that the incidence of early starting times was higher in 2020 than in 2013. About sixty-two per cent of workers left their home before 07:00 in 2020 compared to 60,2% in 2013. The number of those who left after 08:00 has decreased from 13,4% in 2013 to 12,4% in 2020.

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (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
City of Johannesburg	1 805	8,2	3,2	17,5	40,9	30,2	**100,0**
City of Tshwane	1 114	9,5	5,2	16,7	47,1	21,4	**100,0**
Ekurhuleni	1 228	10,2	5,4	15,8	41,1	27,6	**100,0**
Sedibeng	252	13,2	2,5	26,2	45,1	13,1	**100,0**
West Rand	243	16,5	2,8	19,4	44,5	16,8	**100,0**
Gauteng	**4 641**	**9,8**	**4,2**	**17,4**	**42,8**	**25,8**	**100,0**
Geographic location							
Urban	4 545	9,8	4,2	17,4	42,6	26,0	**100,0**
Rural	96	8,5	3,3	18,4	53,0	16,9	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

Table 4.15 indicates the arrival time of workers at their places of work. In Gauteng, more than 42% of the workers' arrival time was from 07:00 to 07:59 (42,8%) in the morning, followed by a little over a quarter who arrived at 08:00 or later (25,8%) and 17,4% arrived between 06:30 and 06:59.

Irrespective of geographic locations, most workers reached their workplaces between 07:00 and 07:59 in the mornings. Notwithstanding, significantly more than a quarter of workers in urban areas reached their places of work 08:00 or later in the morning (26,0%).

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
City of Johannesburg	718	43,5	26,0	15,4	15,1	**100,0**
City of Tshwane	364	47,8	26,6	12,4	13,2	**100,0**
Ekurhuleni	456	46,3	22,1	13,7	17,9	**100,0**
Sedibeng	68	52,8	27,9	10,1	9,2	**100,0**
West Rand	71	45,8	34,6	10,8	8,8	**100,0**
Gauteng	**1 677**	**45,7**	**25,5**	**13,9**	**14,9**	**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 46% of workers in Gauteng walked up to five minutes to their first public transport, followed by 25,5% of those who walked between six minutes to ten minutes. Approximately fifteen per cent of workers walked for more than 15 minutes to get to their first public transport.

In Sedibeng (52,8%) and City of Tshwane (47,8%), most workers walked up to five minutes for the first public transport. Table 4.16 further depicts workers in Ekurhuleni were more likely to walk more than 15 minutes to their first public transport (17,9%).

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

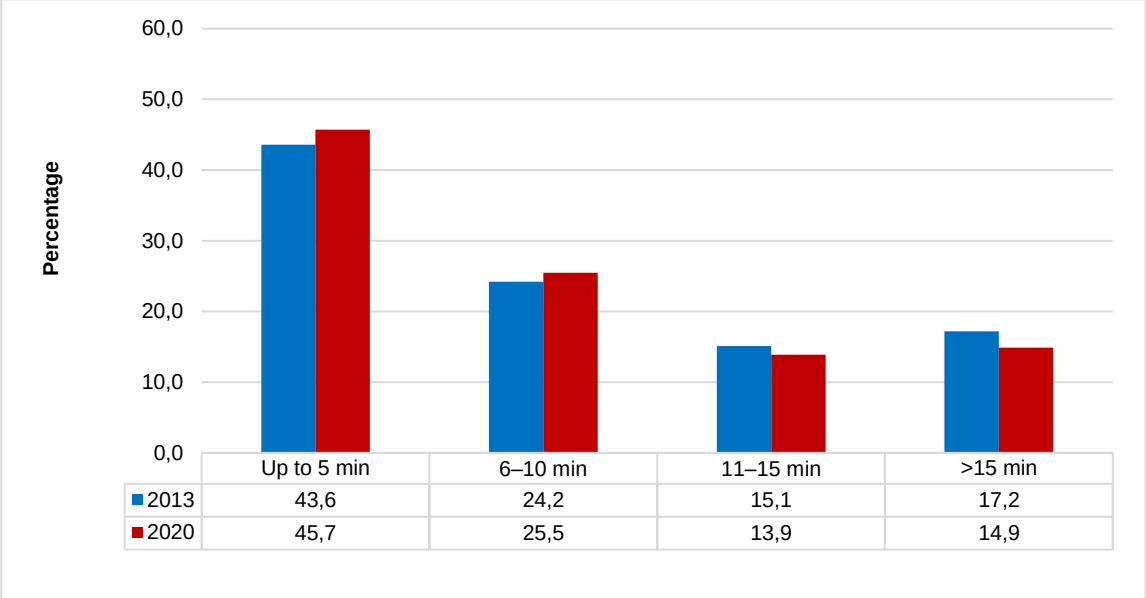


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 17,2% in 2013 to 14,9% in 2020, while the percentage of workers who walked up to 5 minutes increased from 43,6% in 2013 to 45,7% in 2020. This represents a 2,1 percentage-point 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.	
Train	75	32,4	7,5	22,1	38,0	**100,0**
Bus	123	44,5	29,9	14,3	11,2	**100,0**
Taxi	1 376	46,4	26,3	13,6	13,7	**100,0**
Total	1 575	45,6	25,6	14,1	14,7	**100,0**

Totals used to calculate percentages excluded unspecified cases.

The findings in Table 4.17 confirm that almost half of workers who used taxis as a mode of travel had to walk up to five minutes to catch their first taxi (46,4%). About 44,5% of bus users had to walk up to five minutes to reach their first public transport, whereas almost 32,4% of train commuters had to walk up to five minutes.

There is a significant percentage of workers (38,0%) using trains as a mode of travel who had to walk more than fifteen minutes. They were followed by those who used taxis (13,7%) to get to their first public transport.

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

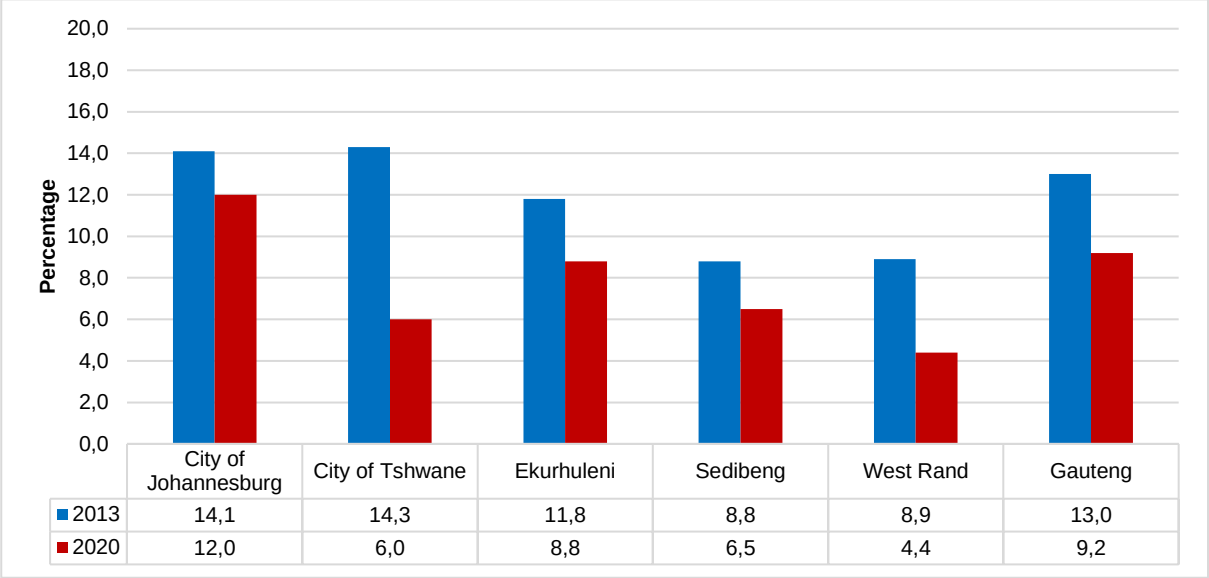
District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				Total
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	
City of Johannesburg	617	58,8	19,7	9,4	12,0	**100,0**
City of Tshwane	333	72,2	14,8	7,0	6,0	**100,0**
Ekurhuleni	417	67,4	16,6	7,2	8,8	**100,0**
Sedibeng	62	66,7	22,1	4,7	6,5	**100,0**
West Rand	64	58,3	29,7	7,6	4,4	**100,0**
Gauteng	**1 493**	**64,5**	**18,3**	**8,0**	**9,2**	**100,0**

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

Table 4.18 indicates that more than six in ten workers in Gauteng (64,5%) who used public transport waited for up to five minutes for their first public transport, less than a quarter (18,3%) waited 6–10 minutes, and 9,2% waited for more than 15 minutes.

In City of Tshwane, 72,2% of workers waited for up to five minutes, 14,8% waited 6–10 minutes, and 6,0% waited for more than 15 minutes. Sixty-seven per cent of the workers in Ekurhuleni (67,4%) waited up to five minutes, 16,6% waited between 6 and 10 minutes, and 8,8% 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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	14,1	14,3	11,8	8,8	8,9	13,0
2020	12,0	6,0	8,8	6,5	4,4	9,2

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.

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

District municipality	Total (`000)	Train				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		Up to 5 min	6–10 min	11–15 min	>15 min
City of Johannesburg	**26**	33,8	29	32,2	39,4	**64**	60,3	46,7	37	57,9	**569**	38,2	45,7	52,4	58,5
City of Tshwane	**13**	17,2	17,2	*	22,0	**38**	25,7	41,0	60,1	23,4	**283**	24,4	14,5	16,2	11,6
Ekurhuleni	**33**	47,9	47,9	58,1	38,0	**8**	7,9	5,5	*	16,9	**376**	29,1	26,8	24,9	23,8
Sedibeng	*****	0,3	1,6	3,4	0,6	**5**	3,8	5,4	2,9	1,8	**57**	4,3	5,1	2,3	3,5
West Rand	*****	0,7	4,3	6,3	*	*****	2,3	1,4	*	*	**61**	3,9	7,8	4,2	2,6
Gauteng	**74**	**100,0**	**100,0**	**100,0**	**100,0**	**117**	**100,0**	**100,0**	**100,0**	**100,0**	**1 345**	**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, buses and trains. Most of the workers who waited up to five minutes for their first buses and trains were from City of Johannesburg. Workers who used trains as their public transport and waited for more than 15 minutes were more likely to come from City of Johannesburg (39,4%) and Ekurhuleni (38,0%).

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

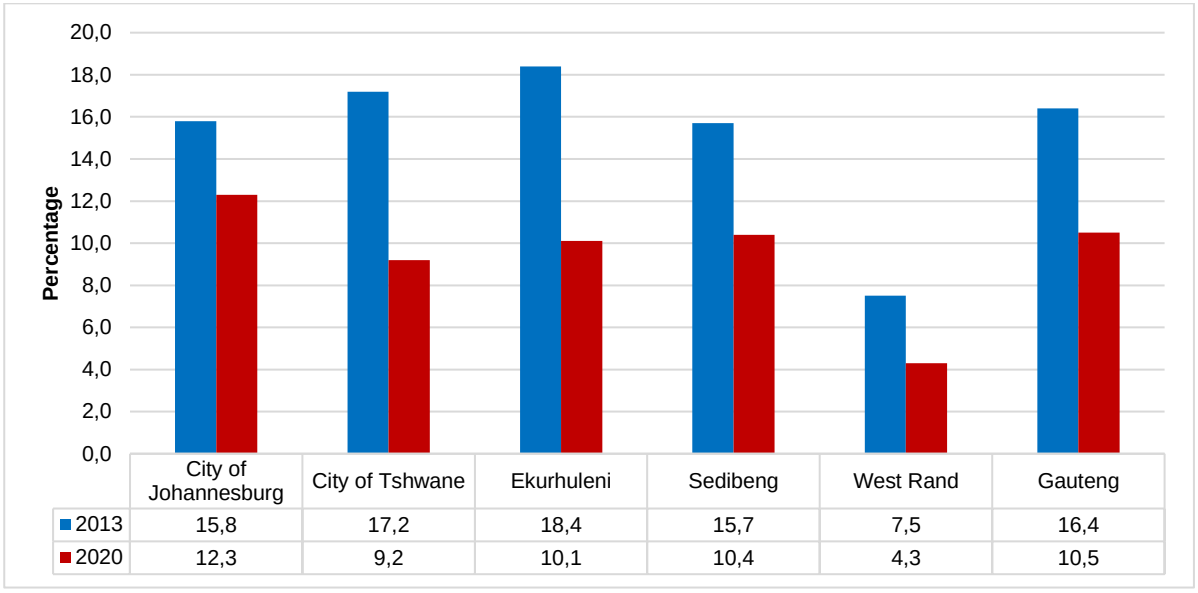
District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
City of Johannesburg	545	48,8	27,0	11,9	12,3	**100,0**
City of Tshwane	293	55,3	22,7	12,7	9,2	**100,0**
Ekurhuleni	392	61,2	17,3	11,3	10,1	**100,0**
Sedibeng	52	58,7	20,5	10,3	10,4	**100,0**
West Rand	62	56,4	31,4	7,9	4,3	**100,0**
Gauteng	**1 345**	**54,6**	**23,2**	**11,7**	**10,5**	**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 shows the walking time of workers who used public transport and still had to walk after being dropped off by their public transport in order to reach their places of work. Approximately forty-five per cent of workers using public transport walked up to five minutes to reach their workplace, followed by 23,2% who walked between 6 and 10 minutes and further 10,5% who walked more than 15 minutes.

Approximately 11,7% of workers walked between 11 and 15 minutes, City of Tshwane (12,7%) had the highest percentage, followed by City of Johannesburg (11,9%) and Sedibeng (10,4%).

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	15,8	17,2	18,4	15,7	7,5	16,4
2020	12,3	9,2	10,1	10,4	4,3	10,5

By comparison, all district municipalities 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)	Train				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		Up to 5 min	6–10 min	11–15 min	>15 min
City of Johannesburg	**25**	23,9	33,2	50,3	35,1	**48**	51,2	69,2	35,2	40,2	**473**	35,4	46,1	40,2	50,0
City of Tshwane	**12**	19,7	8,1	14,2	27,4	**31**	34,5	21,9	48,6	51,8	**250**	21,2	22	23,7	15,1
Ekurhuleni	**28**	50,4	53,4	35,5	36,7	**8**	11,8	4,1	10,2	6,8	**355**	33,9	21,6	28,4	28,1
Sedibeng	*****	0,8	2,6	*	0,8	*****	1,0	3,1	6,0	1,2	**50**	4,5	3,5	3,8	4,5
West Rand	*****	5,2	2,7	*	*	*****	1,5	1,7	*	*	**60**	5,0	6,8	3,9	2,3
Gauteng	**66**	**100,0**	**100,0**	**100,0**	**100,0**	**91**	**100,0**	**100,0**	**100,0**	**100,0**	**1 188**	**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 Gauteng

According to Table 4.21 most of workers who walked at the end of the work trip to reach their place of work used taxis (1,2 million), followed by those who used buses (91 000) and those who used trains (66 000). The majority of workers who used public transport and walked up to five minutes to reach their place of work were from City of Johannesburg, except for those using trains were majority was in Ekurhuleni (50,4%).

In City of Johannesburg, workers who used taxis were more likely to walk for more than 15 minutes (50,0%) after the trip. While in City of Tshwane, 51,8% of workers who used buses were more likely to walk for more than 15 minutes from the dropping point to the workplace than any other municipality.

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					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Train						
Mean (minutes)	121	104	97	117	117	**107**
1–30	11,3	*	1,2	*	*	**4,5**
31–60	0,4	15,5	25,5	10,7	12,5	**14,5**
61+	88,3	84,5	73,3	89,3	87,5	**81,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (minutes)	85	112	78	59	37	**93**
1–30	5,1	3,3	11,4	33,1	51,2	**6,5**
31–60	25,5	16,5	23,4	35,1	38,7	**22,6**
61+	69,4	80,2	65,1	31,7	10,1	**70,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	71	73	68	60	61	**70**
1–30	11,2	15,2	18,7	17,8	18,9	**14,7**
31–60	39,1	36,6	38,2	48,8	48,5	**39,1**
61+	49,7	48,2	43,0	33,4	32,7	**46,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/Truckdriver						
Mean (minutes)	52	55	49	44	47	**51**
1–30	37,1	32,8	40,9	39,7	40,4	**37,3**
31–60	37,9	38,9	40,1	44,8	35,2	**39,1**
61+	25,1	28,3	19,1	15,6	24,4	**23,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/Truck passenger						
Mean (minutes)	50	61	56	49	46	**53**
1–30	28,5	27,9	31,6	44,4	39,2	**31,6**
31–60	53,0	32,0	33,0	29,4	41,3	**40,5**
61+	18,5	40,0	35,4	26,2	19,5	**27,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way						
Mean (minutes)	33	32	40	39	39	**35**
1–30	65,4	70,1	54,1	52,8	58,6	**62,2**
31–60	19,9	20,2	33,8	30,0	23,0	**24,1**
61+	14,8	9,7	12,2	17,2	18,4	**13,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

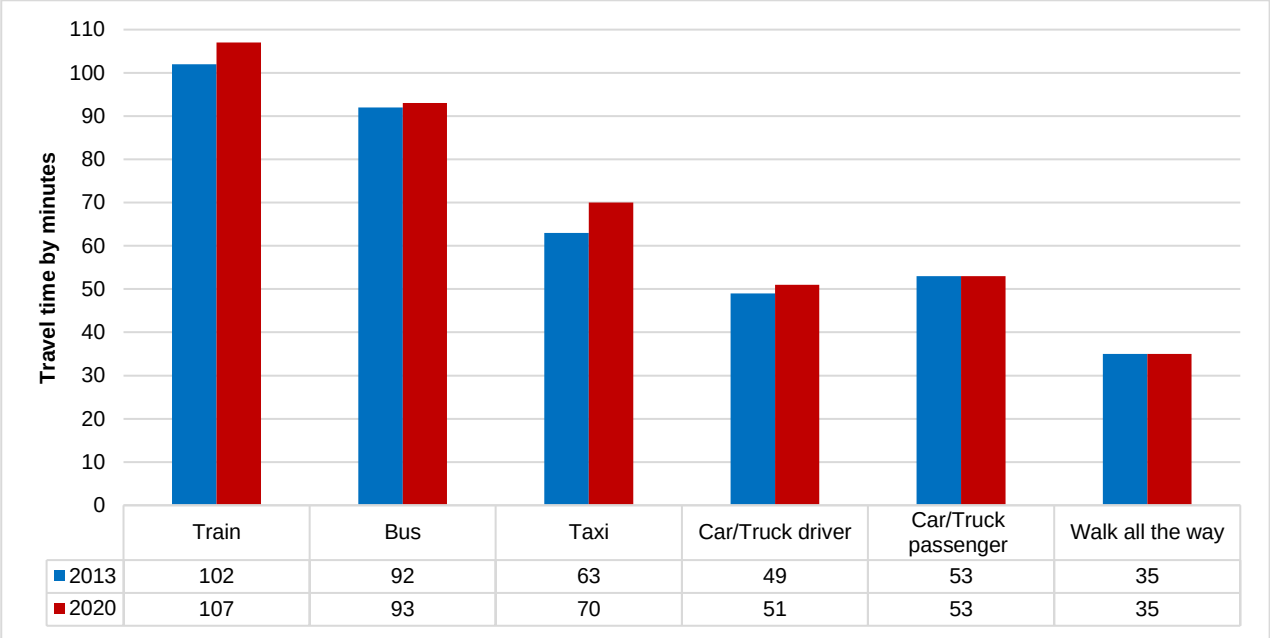
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travelled time

Table 4.22 shows that train users needed more time than users of any other mode to reach their work places. They needed on average 107 minutes to travel to work and about 81,0% took more than an hour to reach their workplaces. In City of Tshwane, those who used trains needed on average 104 minutes to travel to work and about 84,5% took more than an hour to reach their workplaces.

In Gauteng, those who used buses, 93 minutes on average to reach the workplace and those who travelled by taxi needed 70 minutes on average. Car/truck drivers and car/truck passengers had an average time of 51

minutes and 53 minutes respectively to travel to their workplace. Workers who walked all the way to work, needed on average 35 minutes to get to work.

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



	Train	Bus	Taxi	Car/Truck driver	Car/Truck passenger	Walk all the way
2013	102	92	63	49	53	35
2020	107	93	70	51	53	35

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

In 2020, workers who used public transport experienced a long travel time in the morning to access their workplace; train users travelled for 107 minutes, bus travellers 93 minutes and taxi users travelled 70 minutes. Those who travelled by car/bakkie/truck as a passenger needed 53 minutes, and those who drove took 51 minutes.

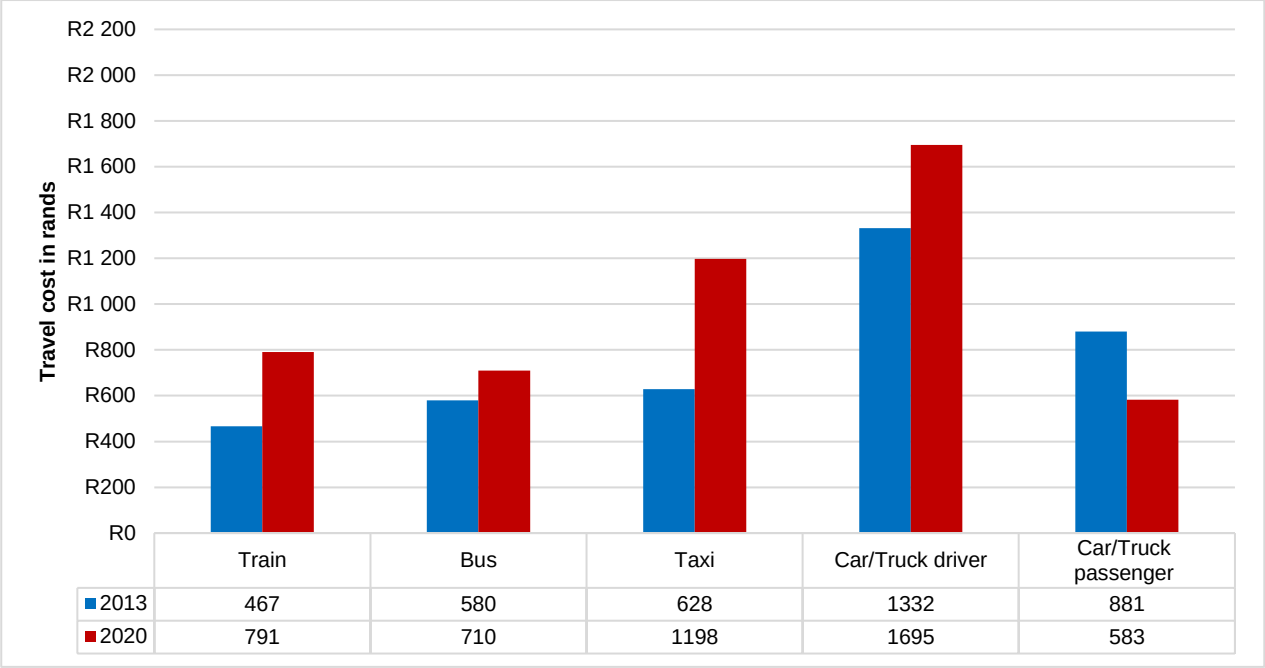
Table 4.23: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in rand	District municipality					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Train						
Mean (rand)	546	2461	300	649	365	**791**
1-100	*	*	2,1	*	*	**0,9**
101-200	16,4	63,8	39,8	*	36,3	**35,4**
200+	83,6	36,2	58,0	100,0	63,7	**63,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (rand)	697	836	366	354	303	**710**
1-100	1,3	*	*	7,7	*	**0,9**
101-200	*	4,1	*	12,2	*	**1,9**
200+	98,7	95,9	100,0	80,1	100,0	**97,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (rand)	1 761	793	786	681	704	**1 198**
1-100	0,5	0,3	0,6	0,8	*	**0,5**
101-200	0,8	0,3	0,1	0,5	2,1	**0,5**
200+	98,7	99,3	99,3	98,7	97,9	**99,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/Truck driver						
Mean (rand)	1 517	1 761	1 957	1 312	1 460	**1 695**
1-100	4,6	2,5	1,0	11,5	1,0	**3,1**
101-200	1,1	0,6	0,6	4,7	1,3	**1**
200+	94,4	96,8	98,4	83,8	97,7	**95,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/Truck passenger						
Mean (rand)	432	1093	623	136	579	**583**
1-100	*	1,5	*	9,4	*	**0,8**
101-200	*	*	*	*	*	**
200+	100,0	98,5	100,0	90,6	100,0	**99,2**
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

Driving cars appeared to be the most expensive mode of travel in the province with an average monthly cost of R1 695, followed by taxis (R1 198) and trains (R791). Car/truck passengers were the cheapest, with an average monthly cost of R583.

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



	Train	Bus	Taxi	Car/Truck driver	Car/Truck passenger
2013	467	580	628	1332	881
2020	791	710	1198	1695	583

Across all modes of transport, workers' average travel cost has increased between 2013 and 2020. The highest increase is observed among those who used taxis 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 695, followed by taxis (R1 198), trains (R791) and buses (R710). Using a car as passenger 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 R1 198, followed by trains (R791) and buses (R710).

4.4 Summary

The majority of the working population in Gauteng travelled to work for five days a week (63,7%), followed by those who travelled for six days plus a week (23,4%). Only 12,9% worked for less than five days a week. Most workers reported that they travelled to work for five days a week in all district municipalities. More than sixty per cent (63,8%) of workers in urban areas travelled to their place of work for 5 days per week, compared to 59,3% workers in the rural areas.

Of the 570 000 workers who walked all the way to work, 44,6% resided in City of Johannesburg, followed by Ekurhuleni (22,7%), while the smallest percentage (7,3%) lived in Sedibeng . Most workers walked all the way to their workplace because it was nearby/close enough to walk (72,3%). This reason was more likely to be given by workers in rural areas (80,9%) than workers in urban areas (71,9%). More than one-tenth of workers indicated that public transport was too expensive (11,1%), this reason was most likely to be given in urban areas (11,5%).

5. Business trips

5.1 Introduction

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

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

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

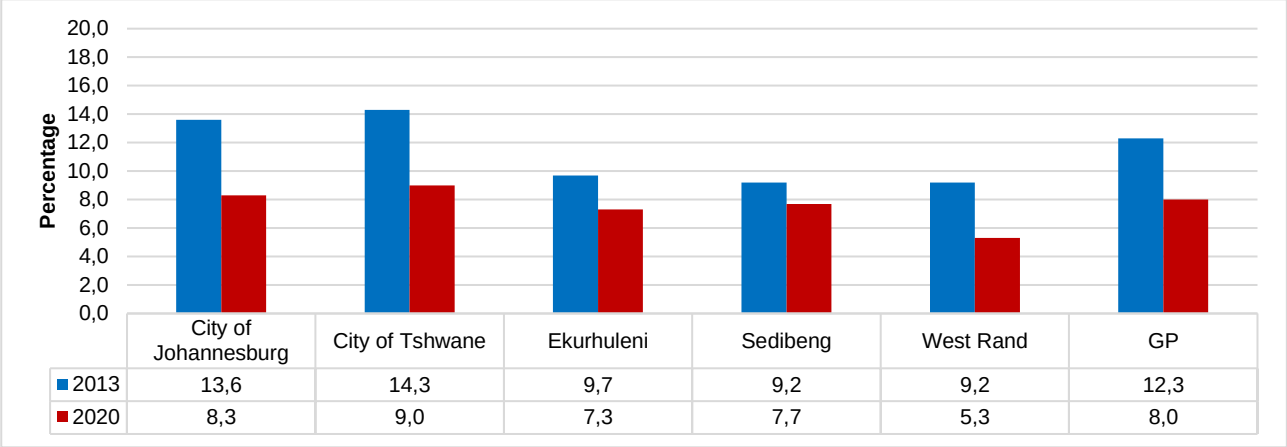
District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within province/geographical area	Per cent within Gauteng
City of Johannesburg	2 245	187	8,3	**39,6**
City of Tshwane	1 369	124	9,0	**24,2**
Ekurhuleni	1 450	107	7,3	**25,6**
Sedibeng	304,6	234	7,7	**5,4**
West Rand	299,5	159	5,3	**5,3**
Gauteng	**5 668**	**456**	**8,0**	**100,0**
Geographic location				
Urban	5 538	446	8,0	**97,7**
Rural	130,4	10,4	8,0	**2,3**

Percentages calculated across district municipalities, within Gauteng.

Table 5.1 presents information on workers who have undertaken business trips prior to the interview. Of the 5,7 million workers aged 15 and older who were interviewed, 456 000 indicated that they undertook business trips.

The City of Johannesburg (39,6%) had the highest proportion of workers who undertook business trips within the province, followed by City of Tshwane (24,2%), while West Rand had the smallest proportion of workers (5,3%) who undertook business trips. Most of the workers (97,7%) who took business trips were from urban areas, and about 2,3% were from rural areas.

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
2013	13,6	14,3	9,7	9,2	9,2	12,3
2020	8,3	9,0	7,3	7,7	5,3	8,0

Percentages calculated within district municipalities

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipality. In 2013 and 2020, City of Tshwane had the highest proportion of workers who were most likely to take business trips, while in 2020. There was a general decline in those taking business trips across all districts, with West Rand municipality having the most decrease of -3,9 percentage points.

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
City of Johannesburg	187	91,8	5,4	1,8	*	1,1	**100,0**
City of Tshwane	124	87,2	6,2	5,1	*	1,6	**100,0**
Ekurhuleni	107	90,3	4,8	3,2	1,6	*	**100,0**
Sedibeng	23	94,3	0,6	5,1	*	*	**100,0**
West Rand	16	100,0	*	*	*	*	**100,0**
Gauteng	**456**	**90,6**	**5,0**	**3,1**	**0,4**	**0,9**	**100,0**

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

Table 5.2 demonstrates the number of business trips undertaken by workers in Gauteng. More than ninety per cent (90,6%) of workers indicated that they had undertaken one to five trips during the reference period, followed by 5,0% who undertook six to ten trips and only 0,9% who undertook more than 20 trips. West Rand , hundred per cent of workers indicated that they took 1–5 business trips.

In Sedibeng (94,3%), 1–5 business trips were undertaken by workers, followed by those who undertook 11–15 trips (5,1%). About 92% of the workers who undertook business trips in City of Johannesburg (91,8%) took 1–5 business trips, followed by 5,4% who undertook 6–10 trips, those who undertook 11–15 trips at 1,8% and 1,1% for more than 20 trips.

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

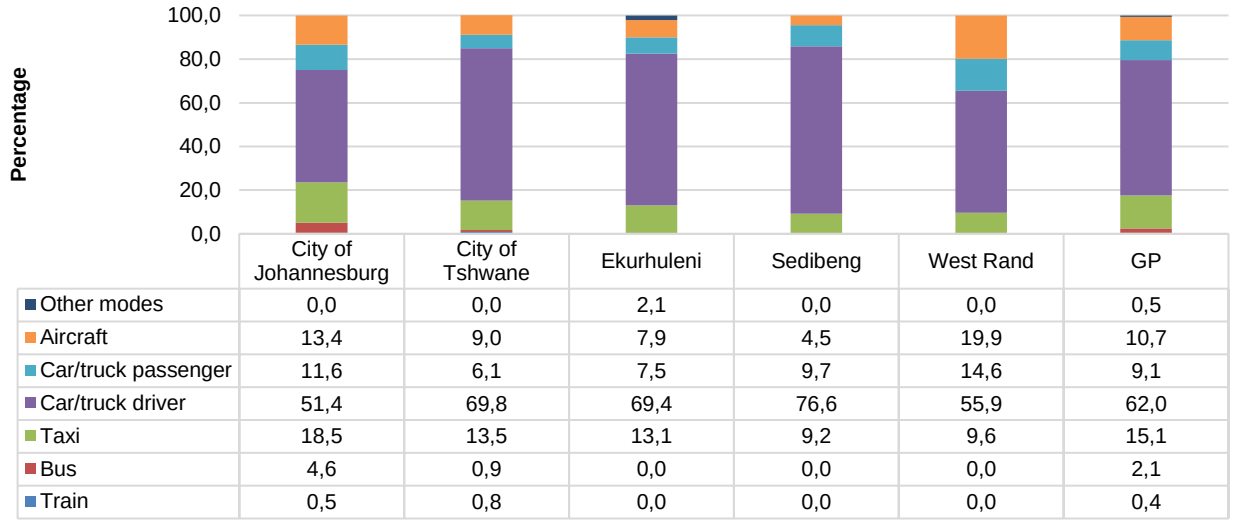
Mode of travel		Statistics ('000)	District municipality					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	*	*	*	*	*	*
		Per cent	0,5	0,8	*	*	*	**0,4**
	Bus	Number	9	*	*	*	*	**10**
		Per cent	4,6	0,9	*	*	*	**2,1**
	Taxi	Number	35	17	14	*	*	**69**
		Per cent	18,5	13,5	13,1	9,2	9,6	**15,1**
Private transport	Car/truck driver	Number	96	86	74	18	9	**283**
		Per cent	51,4	69,8	69,4	76,6	55,9	**62,0**
	Car/truck passenger	Number	22	8	8	*	*	**42**
		Per cent	11,6	6,1	7,5	9,7	14,6	**9,1**
Aircraft		Number	25	11	8	*	*	**49**
		Per cent	13,4	9	7,9	4,5	19,9	**10,7**
Other modes		Number	*	*	*	*	*	*
		Per cent	*	*	2,1	*	*	**0,5**
Total		**Number**	**187**	**124**	**107**	**23**	**16**	**456**
		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

Approximately 62,0% of the workers who travelled for business purposes used car/truck driver as their main mode of travel, followed by aircraft (10,7%) which was the second most frequently used main mode. For business trips undertaken in City of Johannesburg, 51,4% used car/truck driver as their main mode of travel, while 18,5% used taxis. In Sedibeng , 76,6% of the workers used a car/bakkie as a driver as their main mode of travel for business trips, followed by 9,2% used taxi.

In Ekurhuleni, for 69,4% of the business trips that were undertaken, car/truck as a driver was the main mode of travel followed by taxis (13,1%).

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



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
Other modes	0,0	0,0	2,1	0,0	0,0	0,5
Aircraft	13,4	9,0	7,9	4,5	19,9	10,7
Car/truck passenger	11,6	6,1	7,5	9,7	14,6	9,1
Car/truck driver	51,4	69,8	69,4	76,6	55,9	62,0
Taxi	18,5	13,5	13,1	9,2	9,6	15,1
Bus	4,6	0,9	0,0	0,0	0,0	2,1
Train	0,5	0,8	0,0	0,0	0,0	0,4

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by province. Most business travellers (62,0%) travelled by car/truck as a driver. The second most commonly used mode of transport was taxis (15,1%). Taxis were most likely to be used in City of Johannesburg (18,5%), City of Tshwane (13,5%) and Ekurhuleni (13,1%). Of the trips made using a car/truck as a passenger, West Rand had the highest proportion (14,6%), followed by City of Johannesburg (11,6%) and Sedibeng (9,7%).

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

District municipality of origin	Province of destination (per cent within province of origin)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
City of Johannesburg	3,8	9,4	*	3,6	11,1	1,6	61,4	4,2	4,9	**100,0**
City of Tshwane	5,7	1,3	3,7	1,9	0,9	6,4	62,4	2,8	14,8	**100,0**
Ekurhuleni	7,8	3,0	0,7	4,2	5,5	5,0	61,0	8,3	4,5	**100,0**
Sedibeng	1,6	4,8	3,6	12,6	4,2	4,1	65,6	3,2	0,3	**100,0**
West Rand	*	6,3	*	18,2	19,5	13,7	37,3	2,6	2,4	**100,0**
Gauteng	**5,0**	**5,4**	**1,4**	**4,3**	**7,0**	**4,3**	**60,9**	**4,7**	**7,1**	**100,0**

Percentages calculated within provinces.

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

The majority of business trips undertaken by workers were within their province of residence (60,9%), as indicated in Table 5.4. The province that was more popular for business trips visits for workers from Gauteng was Limpopo at 7,1%, closely followed by KwaZulu-Natal at 7,0%. The least-visited province by workers from Gauteng was Northern Cape at 1,4%.

The district municipality with the lowest percentage of workers who travelled within the province was West Rand (37,3%).

5.2 Summary

Of the 5,7 million workers aged 15 and older who were interviewed, 456 000 indicated that they undertook business trips. The City of Johannesburg (39,6%) had the highest proportion of workers who undertook business trips within the province, followed by Ekurhuleni (25,6%) and City of Tshwane (24,2%), while West Rand had the smallest proportion of workers (5,3%) who undertook business trips. Most of the workers (97,7%) who took business trips were from urban areas and about 2,3% were from rural areas.

Approximately 62,0% of the workers who travelled for business purposes used car/truck as a driver as their main mode of travel, followed by aircraft (10,7%) which was the second most frequently used main mode. For business trips undertaken in City of Johannesburg, 51,4% used car/truck as a driver as their main mode of travel, while 18,5% used taxis.

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

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

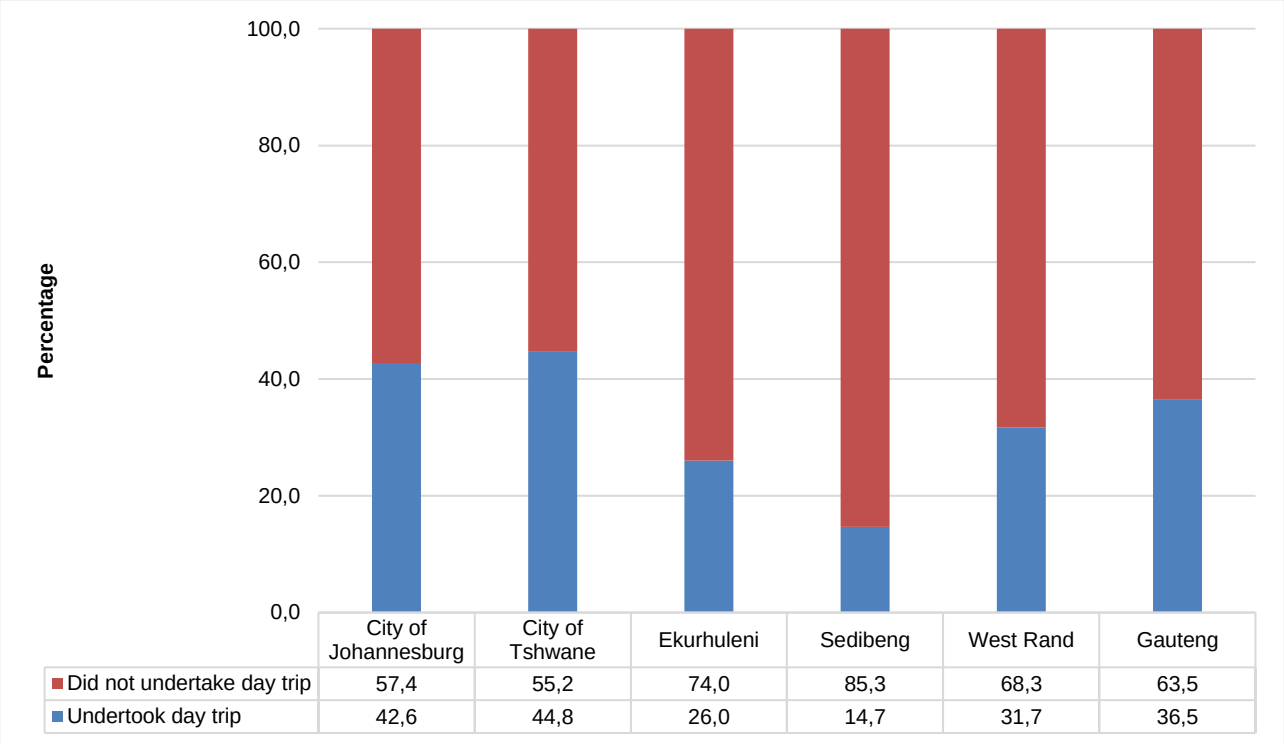
District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in Gauteng
City of Johannesburg	4 494	1 914	44,7
City of Tshwane	2 822	1 264	29,5
Ekurhuleni	2 969	772	18,1
Sedibeng	770	113	2,6
West Rand	678	215	5,0
Gauteng	**11 734**	**4 279**	**100,0**

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

Table 6.1 summarises the incidence of day trips during the 12 months preceding the survey. A total of 11,7 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 4,3 million individuals indicated that they had undertaken day trips.

The City of Johannesburg had the highest proportion of persons who had undertaken day trips with 44,7%, followed by City of Tshwane (29,5%) and Ekurhuleni (18,1%). Sedibeng had the lowest percentage of people who indicated they took a day trip at 2,6%.

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.

Persons aged 15 years and older who reside in City of Tshwane (44,8%) were most likely to take day trips, followed by City of Johannesburg (42,6%), West Rand (31,7%) and Ekurhuleni (26,0%).

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

Main purpose of trip	District municipality (per cent within district municipality)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Visit friends/ family/ancestral home	54,9	55,5	44,5	45,7	53,9	**52,9**
Leisure/ holiday	10,1	12,1	9,6	9,1	7,3	**10,4**
Shopping	9,0	7,4	12,3	12,8	15,8	**9,6**
Sporting	1,8	1,9	2,8	1,6	1,8	**2,0**
Funeral	7,9	7,8	9,1	9,4	7,6	**8,1**
Medical	0,8	1,1	3,5	2,8	1,3	**1,5**
Government services (e.g. home affairs, etc.)	0,1	1,3	1,3	1,1	0,3	**0,7**
Looking for work	2,4	1,6	2,6	5,7	2,4	**2,3**
Wellness (e.g. spa, health farm, etc.)	0,5	0,0	0,5	*	0,1	**0,3**
Religious/ cultural/ traditional	3,3	2,8	5,8	5,8	3,3	**3,7**
Wedding	3,3	4,0	3,8	2,5	3,5	**3,6**
Other	5,9	4,5	4,3	3,5	2,6	**5,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.2 indicates that the most common reasons given by persons who undertook day trips in Gauteng were visiting friends/family/ancestral homes (52,9%), followed by leisure/holiday purpose (10,4%) and shopping (9,6%). City of Johannesburg and City of Tshwane showed the same trend as in the province.

Looking at the other district municipalities in the province, the table shows that visiting friends/family/ancestral home, followed by shopping then leisure/holiday.

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

Mode of travel		Statistics ('000)	District municipality					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	48	9	10	*	*	**71**
		Per cent	2,5	0,7	1,3	2,2	1,0	**1,7**
	Bus	Number	123	78	35	4	8	**248**
		Per cent	6,4	6,1	4,6	3,3	3,9	**5,8**
	Taxi	Number	790	409	280	41	88	**1 607**
		Per cent	41,2	32,4	36,2	36,5	40,7	**37,6**
Private transport	Car/truck driver	Number	441	381	234	33	67	**1 155**
		Per cent	23	30,1	30,2	29,0	31,2	**27,0**
	Car/truck passenger	Number	419	345	189	30	44	**1 027**
		Per cent	21,9	27,3	24,5	26,9	20,7	**24,0**
Other		Number	55	34	13	*	*	**104**
		Per cent	2,9	2,7	1,7	0,7	0,4	**2,4**
Walking		Number	40	9	11	*	5	**65**
		Per cent	2,1	0,7	1,4	1,4	2,2	**1,5**
Total		**Number**	**1 914**	**1 264**	**772**	**113**	**215**	**4 279**
		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 summarises the main mode of travel used on day trips. Individuals who undertook day trips mostly used taxis (37,6%) as their mode of travel. The second most commonly mode of travel used was a car/bakkie/truck as driver (27,0%), and a third mode of travel used was car/bakkie/truck as passenger (24,0%). About 1,5% of day-trip travellers walked all the way.

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
City of Johannesburg	4 494	2 116	45,3
City of Tshwane	2 822	1 159	24,8
Ekurhuleni	2 969	1 031	22,1
Sedibeng	770	156	3,3
West Rand	678	209	4,5
Gauteng	**11 734**	**4 671**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips

About 4,7 million persons interviewed indicated that they had undertaken overnight trips during the preceding 12 months. Of the overnight travellers in the province, most came from City of Johannesburg (45,3%) and City of Tshwane (24,8%) and the least from Sedibeng (3,3%).

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

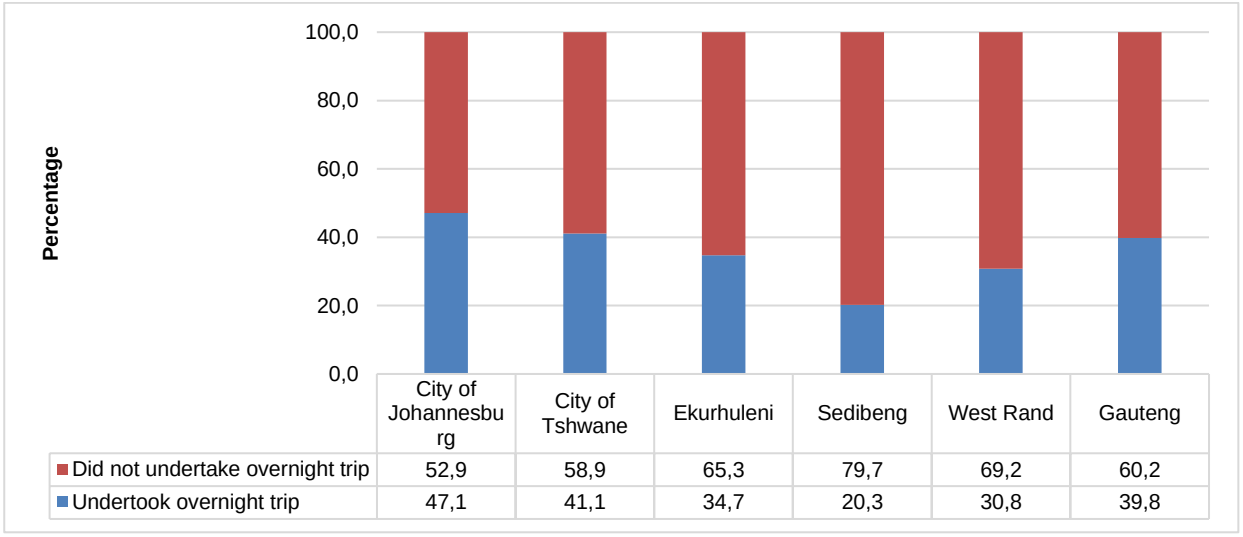


Figure 6.2 shows the percentage of individuals who took overnight trips. In Gauteng, a little over a quarter of persons undertook overnight trips, with those living in City of Johannesburg (47,1%) reporting the highest proportion, followed by City of Tshwane at 41,1%.

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)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Visit friends/ family/ancestral home	65,0	62,3	72,4	55,6	75,6	**66,1**
Leisure/ holiday	20,9	17,3	15,7	25	10,2	**18,5**
Shopping	0,3	*	*	0,1	0,4	**0,2**
Sporting	0,2	0,2	0,1	0,7	0,3	**0,2**
Funeral	6,6	9,1	6,5	6,8	7,6	**7,2**
Medical	*	0,1	*	1,3	*	**0,1**
Government services (e.g. home affairs, etc.)	0,1	0,4	0,5	*	*	**0,2**
Looking for work	0,1	0,4	0,3	1,1	1,1	**0,3**
Wellness (e.g. spa, health farm, etc.)	0,1	0,3	*	*	*	**0,1**
Religious/ cultural/ traditional	2,5	3,8	2,4	3,8	3,5	**2,9**
Wedding	1,4	1,9	1,0	3,8	1,1	**1,5**
Other	2,9	4,3	1,2	1,9	0,2	**2,7**
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.

The most common purpose stated by persons who undertook overnight trips is visiting friends/family/ancestral home (66,1%), followed by leisure/holiday (18,5%) and attending funerals (7,2%) while the least common reason stated is travelling for medical reasons and wellness both at 0,1%.

Persons in West Rand DM, Ekurhuleni and the City of Johannesburg were more likely to undertake overnight trips to visit their ancestral homes.

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

Mode of travel		Statistics ('000)	District municipality					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	15	7	9	4	*	**37**
		Per cent	0,7	0,6	0,9	2,5	0,8	**0,8**
	Bus	Number	250	121	101	15	21	**508**
		Per cent	11,8	10,5	9,8	9,6	10,2	**10,9**
	Taxi	Number	761	436	434	45	83	**1 759**
		Per cent	35,9	37,6	42,1	29,1	39,6	**37,6**
Private transport	Car/truck driver	Number	378	246	207	36	48	**915**
		Per cent	17,9	21,3	20,1	23,1	22,9	**19,6**
	Car/truck passenger	Number	459	274	222	52	50	**1 059**
		Per cent	21,7	23,7	21,6	33,6	24	**22,7**
Aircraft		Number	211	56	54	*	*	**326**
		Per cent	10	4,9	5,2	1,5	1,1	**7,0**
Other		Number	42	18	*	*	*	**67**
		Per cent	2,0	1,5	0,3	0,6	1,4	**1,4**
Total		**Number**	2 116	1 159	1 031	156	209	**4 671**
		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 municipalities.

Table 6.6 illustrates the mode of travel used on overnight trips. More than a quarter of persons who undertook overnight trips used taxis (37,6%) as the mode of travel to their destinations. This was followed by car/bakkie/truck passenger (22,7%) and car/bakkie/truck driver (19,6%). Taxis were commonly used by

travellers in Ekurhuleni (42,1%), followed by West Rand (39,6%) and City of Tshwane (37,6%). Overnight trip travellers in Sedibeng (23,1%), West Rand (22,9%) and City of Tshwane (21,3%) were more likely to drive to their destinations compared to other district municipalities.

6.4 Summary

A total of 11,7 million persons, aged 15 years and older, were asked whether they had undertaken day trips. The City of Johannesburg had the highest proportion of persons who had undertaken day trips with 44,7%, followed by City of Tshwane (29,5%) and Ekurhuleni (18,1%). Individuals who undertook day trips mostly used taxis (37,6%) as their mode of travel. The second most commonly mode of travel used was a car/bakkie/truck as driver (27,0%), and the third mode of travel used was car/bakkie/truck as a passenger (24,0%). About 1,5% of day-trip travellers walked all the way.

About 4,7 million persons interviewed indicated that they had undertaken overnight trips during the preceding 12 months. Of the overnight travellers in the province, most came from City of Johannesburg (45,3%) and City of Tshwane (24,8%) and the least from Sedibeng (3,3%). The most common purpose stated by persons who undertook overnight trips was visiting friends/family/ancestral home (66,1%), followed by leisure/holiday (18,5%) and attending funerals (7,2%) while the least common reason stated is travelling for medical reasons and wellness both at 0,1%. More than a quarter of persons who undertook overnight trips used taxis (37,6%) as the mode of travel to their destinations.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

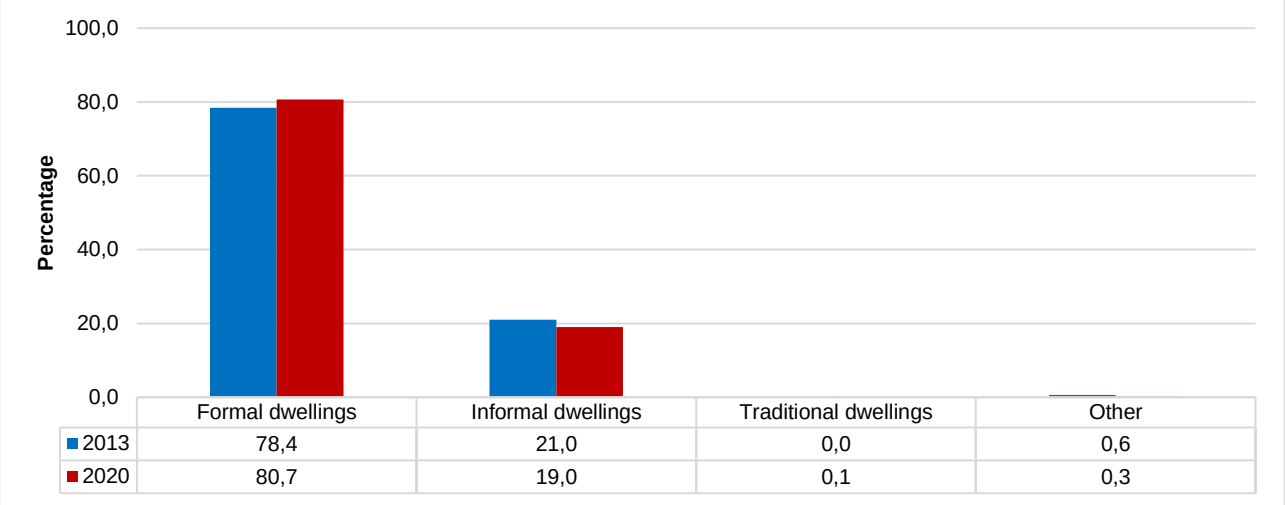
Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020

Dwelling type	District municipality (per cent within district municipality)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013						
Formal dwellings	78,4	82,4	74,2	84,0	74,3	**78,4**
Informal dwellings	21,0	17,0	25,3	14,7	25,5	**21,0**
Other	0,5	0,7	0,5	1,4	0,2	**0,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020						
Formal dwellings	76,1	88,7	79,1	89,3	74,4	**80,7**
Informal dwellings	23,3	10,7	20,8	10,7	25,6	**19,0**
Traditional dwellings	*	0,5	*	*	*	**0,1**
Other	0,6	0,1	0,1	0,1	*	**0,3**
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 type of dwelling
Other dwellings include: Traditional , caravan/tent, flat or apartment, cluster house, etc.

Table 7.1 summaries information about the type of household dwellings in Gauteng. The majority of households in the province lived in formal dwellings (80,7%) followed by informal dwellings (19,0%). Only a few percentages of households were found to be other dwellings (0,3%). The same pattern is observed across all District Municipalities.

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, 78,4% of households lived in formal dwellings, which increased to 80,7% in 2020. The percentage of households living in informal dwellings decreased from 21,0% in 2013 to 19,0% in 2020. Furthermore, the percentage of households that lived in other structures dropped from 0,6% to 0,3%.

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

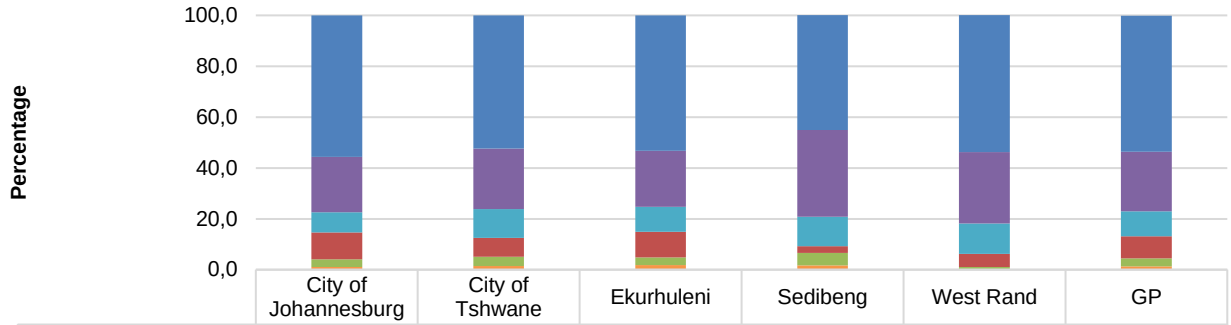
Source of household income	District municipality (per cent within income source category)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Salaries	39,9	23,9	24,5	5,6	6,1	**100,0**
Income from business	46,0	20,4	28,1	1,9	3,5	**100,0**
Pensions	36,2	27,9	23,7	10,3	1,9	**100,0**
Grants	35,4	24,7	23,0	9,6	7,3	**100,0**
Remittances	31,3	28,5	24,8	7,9	7,5	**100,0**
Other income	30,2	28,1	32,9	8,2	0,6	**100,0**
Source of household income	**District municipality (per cent within district municipality)**					
	City of Johannesburg	**City of Tshwane**	**Ekurhuleni**	**Sedibeng**	**West Rand**	**Gauteng**
Salaries	55,7	52,4	53,3	45,2	53,8	53,5
Income from business	10,6	7,4	10,1	2,6	5,1	8,8
Pensions	3,0	3,6	3,0	4,9	1,0	3,1
Grants	21,7	23,8	22,0	34,1	28,1	23,5
Remittances	7,9	11,3	9,8	11,6	12,0	9,7
Other income	1,1	1,5	1,8	1,7	0,1	1,3
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.
Respondents could select more than one source of income.
Other income sources include: Rental income, interest

Table 7.2 illustrates the main source of household income by district municipalities. Most households received salaries as their main source of income (53,5%), followed by grants (23,5%) and remittances (9,7%). About three per cent of households received income from the pensions (3,1%) and 1,3% from other incomes.

A large dependence on salaries was found in City of Johannesburg (55,7%), West Rand (53,8%), Ekurhuleni (53,3%). Households from Sedibeng (34,1%), West Rand (28,1%) and City of Tshwane (23,8%) were most likely to benefit from grants.

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

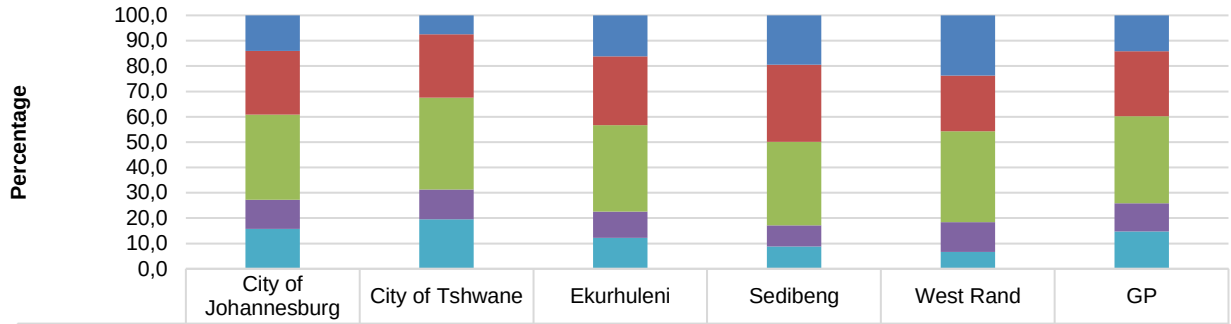


	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
Salaries	55,7	52,4	53,3	45,2	53,8	53,5
Grants	21,7	23,8	22,0	34,1	28,1	23,5
Remittances	7,9	11,3	9,8	11,6	12,0	9,7
Income from business	10,6	7,4	10,1	2,6	5,1	8,8
Pensions	3,0	3,6	3,0	4,9	1,0	3,1
Other income	1,1	1,5	1,8	1,7	0,1	1,3

Figure 7.2 shows the households' main sources of income by district municipality. A large percentage of households received their main source of income from salaries (53,5%), followed by grants (23,5%) and remittances (9,7%).

The majority of households in City of Johannesburg (55,7%), followed by West Rand (53,8%), Ekurhuleni (53,3%) and City of Tshwane (52,4%) were dependent on salaries as their main source of income. Sedibeng (34,1%) had a significant percentage of households who indicated that their main source of income was grants, followed by West Rand (28,1%), City of Tshwane (23,8%) and Ekurhuleni (22,0%).

Figure 7.3: Monthly household expenditure by district municipality, 2020



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
0 - 799	14,0	7,5	16,2	19,5	23,7	14,1
800 - 1799	25,2	25,0	27,1	30,4	22,0	25,7
1800 - 4999	33,5	36,2	34,1	33,0	35,9	34,4
5000 - 9999	11,6	11,7	10,4	8,3	11,7	11,1
10000 or more	15,7	19,6	12,2	8,8	6,7	14,7

Figure 7.3 depicts monthly household expenditure patterns. Most of the households (34,4%) had a monthly expenditure of between R1 800 to R4 999, followed by 25,7% of those who spent between R800 and R1 799 monthly.

Comparing the distribution of households who fall into the R1 799 and below category across the provinces, Sedibeng had the highest percentage of low-spending households (49,9%), followed by West Rand (45,7%) and Ekurhuleni (43,3%). Households spending R10000 or more per month were primarily found in City of Tshwane (19,6%), City of Johannesburg (15,7%) and Ekurhuleni (12,2%).

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
City of Johannesburg	1 771	28,6	10,0	9,4	6,1	12,5	17,9	15,5	**100,0**
City of Tshwane	1 106	31,2	6,4	10,8	8,2	7,4	14,9	21,1	**100,0**
Ekurhuleni	1 276	30,2	13,0	11,1	7,8	8,5	15,9	13,5	**100,0**
Sedibeng	308	44,7	14,2	6,1	5,0	4,3	11,9	13,8	**100,0**
West Rand	314	42,9	10,4	12,5	7,5	9,6	9,8	7,1	**100,0**
Gauteng	**4 776**	**31,6**	**10,3**	**10,2**	**7,1**	**9,5**	**15,7**	**15,6**	**100,0**
Geographic location									
Urban	4 644	31,8	10,2	9,8	6,9	9,7	15,9	15,6	**100,0**
Rural	131	22,7	13,7	22,0	12,5	4,4	8,7	16,0	**100,0**

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

Table 7.3 shows monthly household expenditure on public transport by district municipality. Provincially, about six of ten households in Gauteng had a monthly expenditure on public transport of R500 or less (68,7%). West Rand (82,9%) had the highest number of low-spending households, followed by Sedibeng (74,3%) and Ekurhuleni (70,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (75,3%) compared to urban areas (68,4%).

More than a quarter (31,3%) of households spent R501 or more on a monthly basis, and the highest proportion of these households were found in City of Tshwane (36,0%), followed by City of Johannesburg (33,4%) and Ekurhuleni (29,4%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. More than one-third of urban households spent nothing on public transport on a monthly basis. In rural areas, only 22,7% spent nothing on public transport. This shows that rural areas are largely dependent on public transport.

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
City of Johannesburg	1 090	6,9	5,5	6,0	17,7	29,5	34,4	**100,0**
City of Tshwane	609	2,3	5,8	8,8	11,1	31,2	40,7	**100,0**
Ekurhuleni	643	4,4	6,2	5,1	13,0	35,8	35,5	**100,0**
Sedibeng	112	6,0	4,0	5,6	16,3	35,7	32,3	**100,0**
West Rand	115	5,1	11,7	13,1	23,4	25,8	21,0	**100,0**
Gauteng	**2 569**	**5,1**	**6,0**	**6,7**	**15,1**	**31,6**	**35,5**	**100,0**
Geographic location								
Urban	2 527	5,1	5,9	6,7	15,1	31,8	35,4	**100,0**
Rural	42	3,4	14,4	8,3	15,0	19,4	39,4	**100,0**

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

Of the households (2,6 million) that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 82,2% spent R300 and more, while the remaining 17,8% spent less than R300.

Table 7.4 shows that City of Tshwane (40,7%), Ekurhuleni (35,5%) and City of Johannesburg (34,4%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other provinces. By comparison, urban areas had a higher proportion of households who spent R300 or more monthly on public transport to travel to work (82,3%) when compared to rural areas (73,8%).

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
City of Johannesburg	521	6,2	9,4	11,6	21,1	34,0	17,7	**100,0**
City of Tshwane	334	0,9	8,3	14,0	22,0	31,3	23,5	**100,0**
Ekurhuleni	308	3,8	8,6	11,4	25,6	37,9	12,7	**100,0**
Sedibeng	61	2,6	7,7	16,6	29,8	27,6	15,6	**100,0**
West Rand	51	1,9	6,7	16,3	19,0	41,9	14,2	**100,0**
Gauteng	**1 274**	**3,9**	**8,7**	**12,6**	**22,8**	**34,3**	**17,8**	**100,0**
Geographic location								
Urban	1 253	4,0	8,6	12,4	23,0	34,3	17,8	**100,0**
Rural	21	*	16,4	26,2	10,1	29,6	17,7	**100,0**

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

According to Table 7.5, about 1,2 million households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R501 and R1 000 (34,3%), while 22,8% spent between R301 and R500 and 17,8% spent between R1 001 or more.

Most of households who spent R1 001 or more were found in City of Tshwane (23,5%), followed by City of Johannesburg (17,7%) and Sedibeng (15,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (41,1%), compared to urban areas (32,8%).

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

	Number of bicycles (per cent across provinces, within Gauteng)						
	0 bicycles		1-3 bicycles		3+ bicycles		
District municipality	Number (`000)	% within Gauteng	Number (`000)	% within Gauteng	Number (`000)	% within Gauteng	Number (`000)
City of Johannesburg	1 844	38,9	119	39,4	*	62,1	1 967
City of Tshwane	1 071	22,6	77	25,4	*	*	1 148
Ekurhuleni	1 234	26,0	65	21,4	*	*	1 298
Sedibeng	287	6,1	28	9,1	*	37,9	317
West Rand	304	6,4	14	4,6	*	*	318
Gauteng	**4 741**	**100,0**	**302**	**100,0**	**6**	**100,0**	**5 048**

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

According to Table 7.6, approximately 302 000 households owned between one and three bicycles in the province and 6 000 households owned more than three bicycles. Out of the 302 000 households that owned between one and three bicycles, the majority were in City of Johannesburg (39,4%), followed by City of Tshwane (25,4%) and Ekurhuleni (21,4%).

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

	Type of vehicles (per cent across district municipality, within GP)						
District municipality	Motorcycle	Company car/bakkie /station wagon/ 4x4	Household car/bakkie/ station wagon/ 4x4	Relative/friend car/bakkie/stat ion wagon/ 4x4	Minibus/ Kombi	Truck	Other
City of Johannesburg	60,9	30,5	37,4	7,3	26,6	11,2	25,9
City of Tshwane	9,6	35,6	26,3	46,1	39,6	20,0	41,8
Ekurhuleni	14,8	30,1	23,6	39,5	11,4	34,3	11,4
Sedibeng	6,9	1,4	6,3	3,8	11,7	15,5	15,8
West Rand	7,9	2,4	6,4	3,4	10,6	19,1	5,1
Gauteng	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within district municipality)						
Province	Motorcycle	Company car/bakkie /station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/stat ion wagon/4x4	Minibus/ Kombi	Truck	Other
City of Johannesburg	6,6	12,2	79,2	0,8	0,7	0,1	0,3
City of Tshwane	1,3	18,3	71,3	6,7	1,3	0,3	0,7
Ekurhuleni	2,3	17,5	72,4	6,5	0,4	0,6	0,2
Sedibeng	4,7	3,5	84,6	2,7	1,9	1,2	1,3
West Rand	5,2	5,9	83,0	2,3	1,7	1,4	0,4
Gauteng	**3,9**	**14,4**	**75,8**	**4,1**	**0,9**	**0,4**	**0,5**

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

Table 7.7 shows households who own and use at least one type of vehicle. Nearly seventy-six per cent (75,8%) households in the province owned a household car/bakkie/station wagon/4x4, followed by those who had access to a company car/bakkie/station wagon/4x4 and relative's/friend's car/bakkie/station wagon/4x4 (14,4% and 4,1% respectively). Households who had access to a motorcycle accounted for only 3,9%, while almost one per cent (0,9%) had access to a minibus/kombi.

Compared to other districts, households in Sedibeng (84,6%) 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

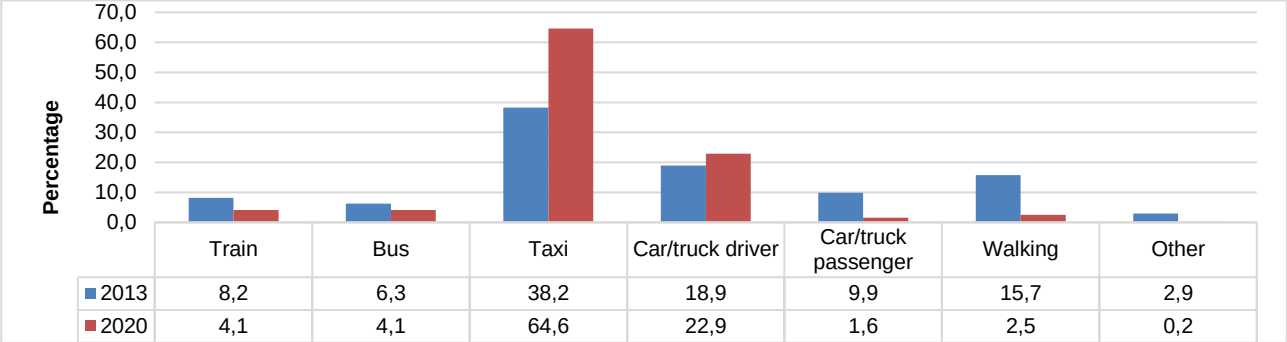
	Travel time(per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	72,9	21,9	4,5	0,7	**100,0**
Other shops	49,2	37,6	9,9	3,3	**100,0**
Religious institution	45,0	22,2	8,1	24,7	**100,0**
Medical service	53,9	33,2	8,0	4,9	**100,0**
Post office	35,2	23,5	6,1	35,1	**100,0**
Welfare office	18,5	24,3	8,5	48,8	**100,0**
Police station	44,4	35,9	9,4	10,4	**100,0**
Municipal office	27,3	34,3	9,3	29,0	**100,0**
Home affairs	18,8	40,2	24,1	17,0	**100,0**
Library	25,0	17,9	5,4	51,7	**100,0**
Tribal authority	1,4	1,1	0,4	97,0	**100,0**
Financial services/banks	53,0	35,4	7,8	3,8	**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 (72,9%) travelled 15 minutes or less, followed by 21,9% who travelled between 16 and 30 minutes. More than four in ten households in the province who travelled to police station travelled at most 15 minutes (44,4%) and 35,9% travelled between 16 and 30 minutes to get there. At least three in ten household travelled to a post office less than 15 minutes and another three in ten travelled for more than 60 minutes to go to the post office (35,2% and 35,1% respectively).

More than a half (51,7%) of the households who travelled to a library travelled more than an hour, welfare offices are other facilities were majority of people travelled for more than an hour (48,8%) and Tribal authority (97,0%).

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



	Train	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking	Other
2013	8,2	6,3	38,2	18,9	9,9	15,7	2,9
2020	4,1	4,1	64,6	22,9	1,6	2,5	0,2

Figure 7.4 compares the main modes of travel usually used by households between 2013 and 2020. More households selected a taxi as their usual mode of travel in 2020 (64,6%) than in 2013 (38,2%), followed by 22,9% of households who usually used a car/truck as the driver as opposed to 18,9% in 2013. There was a significant decrease amongst those who walked all the way (from 15,7% in 2013 to 2,5% in 2020). In 2020, only 4,1% of South African households selected travelling by bus and train as their usual mode of travel in 2020.

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

Mode	Service/facility (per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	45,7	18,0	36,6	43,6	19,3	10,1	30,1	15,4	7,2	21,3	1,4	25,9
Train	0,1	0,1	0,3	0,1	0,1	0,1	0,1	0,1	0,2	0,0	*	0,1
Bus	0,0	0,0	0,2	*	0,0	0,0	0,0	0,0	0,0	0,1	0,0	0,0
Taxi	25,1	46,5	15,0	23,6	25,1	27,4	33,9	31,5	50,9	14,6	0,4	41,1
Car/bakkie/minibus	2,5	3,5	2,9	2,6	1,4	1,6	1,6	1,4	2,2	1,4	0,0	1,8
Car/bakkie passenger	26,2	29,0	21,2	25,8	18,9	12,3	24,6	22,5	24,1	10,7	0,2	27,6
Other modes	*	0,2	0,3	0,3	0,3	0,3	0,4	0,5	0,2	0,7	1,1	0,5
Do not need to get there	0,3	2,6	22,6	3,6	33,5	46,8	8,9	27,4	14,6	49,1	91,2	2,9
Cannot get there	0,1	0,2	1,0	0,5	1,4	1,4	0,4	1,2	0,7	2,2	5,5	0,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.9 shows that a significant proportion of households can walk to most of the facilities and services. More than forty per cent of South African households walked to food or grocery shops (45,7%), while 43,6% walked to medical services, and 36,6% walked to religious institutions. Taxis were the second most used mode of travel to access these facilities and services. More than half of households used a taxi to go to Home Affairs offices (50,9%), while 46,5% travelled by taxi for visiting other shops and 41,1% travelled by taxi to access financial services/banks. Taxis were also the main mode of travel to the police station (33,9%) and accessing municipal offices (31,5%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (29,0%), financial services/banks (27,6%) and food or grocery shops (26,2%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

7.4 Attitudes and perceptions about transport mode

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 Gauteng)					
Transport-related problems	**City of Johannesburg**	**City of Tshwane**	**Ekurhuleni**	**Sedibeng**	**West Rand**	**Gauteng**
No transport problems	7,8	16,5	9,4	9,2	4,8	9,9
Poor condition of roads	7,1	9,2	4,6	19,6	14,9	8,3
Rude drivers	5,7	4,3	3,2	3,4	4,2	4,5
Overload	2,0	2,4	0,7	2,9	0,5	1,7
Congestion	9,9	5,6	3,4	1,6	0,9	6,1
Crime	3,4	1,7	3,1	7,6	12,4	3,9
Toll fees	0,4	0,2	0,6	1,1	0,4	0,4
Parking	0,0	0,1	0,3	0,1	0,0	0,1
Other	7,3	5,9	1,0	1,3	1,6	4,5
Taxi						
Taxis too expensive	5,4	5,4	11,2	2,9	5,3	6,8
Reckless driving by taxi drivers	8,2	10,2	3,7	3,5	4,6	6,9
No taxis at specific times	1,8	2,4	1,7	1,8	2,8	2,0
Taxis too far	2,8	2,1	1,9	3,4	1,4	2,4
No taxis available	1,1	0,5	1,2	1,4	1,1	1,0
Bus						
No buses available	15,9	4,3	23,6	12,7	35,0	16,6
No buses at specific times	5,3	12,3	6,8	8,1	0,0	7,0
Buses too far	1,8	0,9	1,8	1,4	1,0	1,5
Buses too expensive	1,6	0,8	0,4	0,8	0,1	0,9
Reckless driving by bus drivers	1,0	1,2	0,9	0,6	0,5	0,9
Train						
No trains available	4,9	8,4	10,0	6,3	5,2	7,1
Trains are not available	3,7	2,0	4,4	3,5	1,0	3,3
Trains too far	2,5	3,1	5,1	4,8	1,8	3,4
No trains at specific times	0,5	0,6	1,1	1,7	0,3	0,8
Trains too expensive	0,1	0,0	0,0	0,2	*	0,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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. Almost ten per cent (9,9%) of households indicated that they had no transport-related problems. The most important problem mentioned provincially was the poor condition of roads (8,3%). District municipalities with the most complaints about the condition of roads were Sedibeng (19,6%) and West Rand (14,9%).

In Gauteng, about seven per cent (6,9%) of households considered reckless driving by taxi drivers as one of their transport-related problems. The two district municipalities with reckless drivers are City of Tshwane (10,2%) and City of Johannesburg (8,2%).

About seventeen per cent (16,6%) of households identified unavailability of buses as their main transport-related problem. West Rand (35,0%), Ekurhuleni (23,6%) and City of Johannesburg (15,9%) had the highest percentage of households that mentioned this particular problem.

No trains available was the most common problem among train users in the province at 7,1%, followed by train station too far (3,4%) and trains are not available (3,3%). District municipalities which were most likely to have no trains available as a problem was Ekurhuleni (10,0%) and City of Tshwane (8,4%).

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)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Travel cost	35,3	22,8	33,8	34,2	20,3	31,1
Travel time	23,7	32,4	24,1	23,3	12,4	25,1
Flexibility (you can travel wherever you want, whenever you want)	8,5	12,8	11,9	18,0	24,8	12,0
Comfort	10,0	9,4	9,3	11,3	7,2	9,6
Reliability	8,2	4,8	10,8	2,8	3,2	7,4
Distance from home to transport/accessibility	6,8	7,9	6,4	3,5	9,8	6,9
Safety from accidents	2,1	5,6	1,0	3,1	3,7	2,8
Security from crime	2,1	0,3	1,4	1,3	11,3	2,0
Other	2,2	3,6	0,3	0,6	0,6	1,8
Drivers attitude	0,6	0,4	0,4	1,7	5,1	0,9
Timetable not available/information inaccurate	0,4	*	0,5	0,3	1,7	0,4
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 cost (31,1%) and travel time (25,1%) were the biggest determinants of mode choice. Households in City of Johannesburg (35,3%), Sedibeng (34,2%) and Ekurhuleni (33,8%) cited that travel cost influenced their mode of transport, while 32,4% of households in City of Tshwane were most concerned about travel costs and 24,8% in West Rand were concerned with flexibility.

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

District municipality	Factors prioritised	% of households within the province
City of Johannesburg	Travel cost	35,3
	Travel time	23,7
	Comfort	10,0
City of Tshwane	Travel time	32,4
	Travel cost	22,8
	Flexibility (you can travel wherever you want, whenever you want)	12,8
Ekurhuleni	Travel cost	33,8
	Travel time	24,1
	Flexibility (you can travel wherever you want, whenever you want)	11,9
Sedibeng	Travel cost	34,2
	Travel time	23,3
	Flexibility (you can travel wherever you want, whenever you want)	18,0
West Rand	Flexibility (you can travel wherever you want, whenever you want)	24,8
	Travel cost	20,3
	Travel time	12,4
Gauteng	**Travel cost**	**31,1**
	Travel time	**25,1**
	Flexibility (you can travel wherever you want, whenever you want)	**12,0**
Geographic location		
Urban	Travel cost	31,3
	Travel time	25,1
	Flexibility (you can travel wherever you want, whenever you want)	11,9
Rural	Travel time	23,8
	Travel cost	22,3
	Flexibility (you can travel wherever you want, whenever you want)	13,8

Total used to calculate percentages excluded unspecified cases.

Table 7.12 compares the factors influencing households' choices of mode of travel. Travel cost came out on top in three districts, followed by travel time and flexibility. Notwithstanding, in City of Tshwane, travel time is the number one factor influencing the households' mode of transport, followed by travel cost. In West Rand the most factor influencing the household's decision was flexibility.

In terms of geographic location, travel cost was on top in urban areas (31,3%) followed by travel time (25,1%). However, in rural areas travel time was on top at (23,8%) followed by travel cost (22,3%).

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

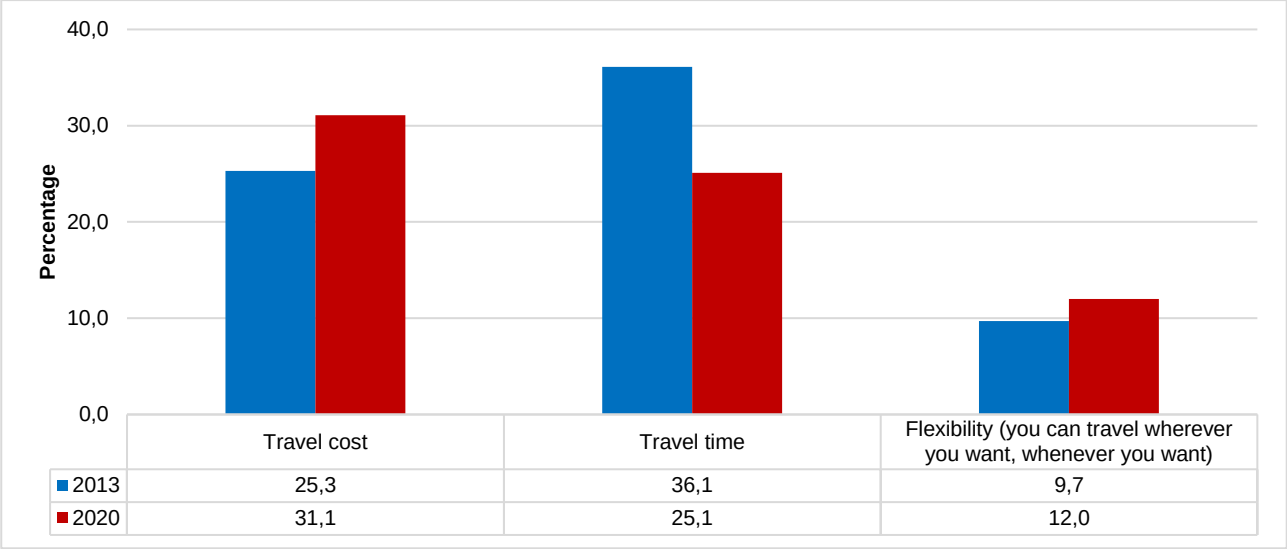


Figure 7.5 shows that travel cost, travel time and flexibility remain the top three factors influencing the household's travel mode of choice. In 2013, about 25% (36,1%) of households identified travel time as the biggest determinant of modal choice, followed by travel cost (25,3%) and flexibility (9,7%). In 2020, travel cost surpassed travel time as a provincial priority (31,1%), while travel time was important to 25,1% of households and flexibility was mentioned by 12,0% of households.

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)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Train	4,0	1,8	7,9	0,6	1,2	**4,1**
Bus	4,7	6,8	1,5	2,4	2,5	**4,1**
Taxi	70,6	59,3	60,4	62,2	65,9	**64,6**
Car/bakkie/truck driver	18,8	26,6	25,1	23,1	26,2	**22,9**
Car/bakkie/truck passenger	0,3	2,6	1,4	6,1	2,3	**1,6**
Walking all the way	1,4	2,9	3,3	5,6	1,5	**2,5**
Other	0,2	*	0,4	*	0,4	**0,2**
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 shows the main modes of travel usually used by households by district municipality. Taxis were the main mode with 64,6%, followed by car/bakkie/truck driver (22,9%), and train and bus both at 4,1%. Car/bakkie/truck passengers were more common in Sedibeng (6,1%). Less than three per cent of households walked all the way at (2,5%).

7.5 Households' use of public transport at a glance

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

Location		Mode of travel (per cent within province)					
		Taxis		Buses		Trains	
District municipality		**2013**	**2020**	**2013**	**2020**	**2013**	**2020**
City of Johannesburg	Number	*	1 475	*	174	*	198
	Per cent	68,2	79,8	18,3	9,4	21,5	10,7
City of Tshwane	Number	*	805	*	107	*	57
	Per cent	64,4	83,1	23,8	11,0	20,4	5,9
Ekurhuleni	Number	*	879	*	40	*	106
	Per cent	70,1	85,8	7,1	3,9	21,9	10,3
Sedibeng	Number	*	210	*	10,0	*	4
	Per cent	70,1	93,8	13,8	4,3	15,3	1,8
West Rand	Number	*	208	*	13	*	7
	Per cent	69,6	91,2	10,9	5,5	13,0	3,3
Gauteng	**Number**	*****	**3 577**	*****	**343**	*****	**372**
	Per cent	**68,0**	**83,3**	**15,9**	**8,0**	**20,3**	**8,7**
Geographic region							
Urban	Number	*	3 464	*	331	*	372
	Per cent	70,0	83,1	12,3	7,9	14,4	8,9
Rural	Number	*	113	*	12	*	*
	Per cent	76,3	90,2	23,3	9,8	6,1	*

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

Table 7.14 presents use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. Approximately 83,0% of households used taxis to travel and 8,7% of households used trains as their mode of travel. Households in Sedibeng (93,8%), West Rand (91,2%) and Ekurhuleni (85,8%) had the highest percentage of taxi usage as their mode of travel.

While, eight per cent of households in the province used buses as their main mode of transport (8,0%). Eleven per cent (11,0%) of households in City of Tshwane and 10,0% of households in Ekurhuleni indicated that they used buses as their mode of travel.

7.6 Use of minibus taxis

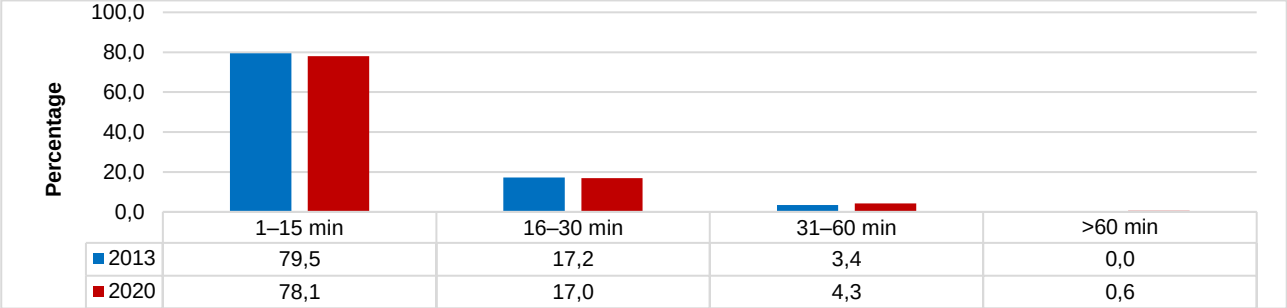
Table 7.15: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2020

District municipality	Time category (per cent within district municipality)				Total
	1- 15 min	**16 - 30 min**	**31 - 60 min**	**> 60 min**	
City of Johannesburg	73,5	19,9	5,6	1,1	**100,0**
City of Tshwane	82,6	11,7	5,1	0,5	**100,0**
Ekurhuleni	79,0	18,5	2,5	*	**100,0**
Sedibeng	83,8	14,1	2,0	0,1	**100,0**
West Rand	83,5	14,6	1,4	0,5	**100,0**
Gauteng	78,1	17,0	4,3	0,6	**100,0**
Geographic location					
Urban	78,2	17,0	4,3	0,5	**100,0**
Rural	73,6	18,7	5,5	2,1	**100,0**

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

Table 7.15 presents time taken to walk to the nearest taxi rank/route stations by taxi users. Approximately 78% of households who used taxis to travel walked up to 15 minutes to the nearest taxi rank. More than one in ten households (17,0%) stated that they walked between 16 and 30 minutes to the nearest taxi rank and 0,6% walked for more than 30 minutes. In terms of geographical location, the same patterns were observed in all geographic areas.

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



	1–15 min	16–30 min	31–60 min	>60 min
2013	79,5	17,2	3,4	0,0
2020	78,1	17,0	4,3	0,6

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 (78,1%). A further 17,0% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank decreased from 79,5% in 2013 to 78,1% in 2020. Similarly, the proportion of households who had to walk 60 minutes or more increased slightly from 0,0% in 2013 to 0,6% 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)					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	Not available	21,7	10,8	37,2	17,8	39,1	**24,7**
	Prefer train	12,2	11,2	13,4	14,8	17,7	**12,9**
	Prefer taxi	1,6	1,0	1,9	1,1	1,1	**1,5**
	Prefer private transport	16,6	20,8	14,2	16,9	13,2	**16,6**
	Can walk	5,2	4,3	5,2	8,0	4,6	**5,2**
	Don't travel much	5,0	6,4	4,4	5,4	7,1	**5,3**
	Reasons relating to service attributes	36,3	44,7	23,5	35,1	17,1	**33,0**
	Other	1,5	0,8	0,2	0,8	*	**0,8**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	7,5	1,1	6,1	7,1	4,7	5,4
	Prefer train	0,6	*	1,5	0,1	0,7	0,6
	Prefer bus	1,4	1,2	0,1	0,2	0,1	0,8
	Prefer private transport	33,8	56,2	44,4	34,8	31,5	41,5
	Can walk	9,1	6,5	4,0	8,0	5,8	6,8
	Don't travel much	2,6	1,5	5,7	10,5	9,8	4,5
	Reasons relating to service attributes	40,5	30,3	36,6	34,3	46,5	37,3
	Other	4,4	3,1	1,7	5,1	0,9	3,1
	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.

The main reason that was given by households in the province for not using minibus taxis was preferred private transport (41,5%), as shown in Table 7.16. Reasons relating to service attributes (37,3%) was also cited as the reason for not having used minibus taxis in the calendar month preceding the survey.

The DMs with significant percentage of households mentioned preferred private transport as the main reason for not using taxis were: City of Tshwane (56,2%), Ekurhuleni (44,4%) and Sedibeng (34,8%). Approximately 46,5% of households in West Rand , 40,5% in City of Johannesburg and 36,6% in Ekurhuleni indicated that they gave reasons relating to service attribute for not using minibus taxis.

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)					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Not available	Number	53	6	34	13	10	**115**
	Per cent	7,5	1,1	6,1	7,1	4,7	**5,4**
Prefer train	Number	4	*	8	*	*	**14**
	Per cent	0,6	*	1,5	0,1	0,7	**0,6**
Prefer bus	Number	10	6	*	*	*	**17**
	Per cent	1,4	1,2	0,1	0,2	0,1	**0,8**
Prefer private transport	Number	241	272	243	62	65	**883**
	Per cent	33,8	56,2	44,4	34,8	31,5	**41,5**
Can walk	Number	65	32	22	14	12	**145**
	Per cent	9,1	6,5	4,0	8,0	5,8	**6,8**
Don't travel much	Number	19	7	31	19	20	**96**
	Per cent	2,6	1,5	5,7	10,5	9,8	**4,5**
Reasons relating to service attributes	Number	288	147	201	61	96	**793**
	Per cent	40,5	30,3	36,6	34,3	46,5	**37,3**
Other	Number	31	15	9	9	*	**66**
	Per cent	4,4	3,1	1,7	5,1	0,9	**3,1**
Total	**Number**	**711**	**485**	**549**	**178**	**206**	**2 128**
	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.

Preference of private transport (41,5%) was the most cited reason for not using minibus taxis in the calendar month preceding the survey, followed by reasons relating to service attributes (37,3%) and can walk (6,8%). The district municipalities with the highest proportion of households who mentioned preferring private transport City of Tshwane (56,2%), Ekurhuleni (44,4%) and Sedibeng (34,8%). Preferring to travel by train was the least reason to be indicated as a reason for not using minibus taxis.

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

Attributes of the minibus taxi service	District municipality (per cent across district municipality)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
The distance between the taxi rank/route and your home	47,5	15,5	24,6	5,9	6,5	**100,0**
The travel time by taxi	45,0	21,0	21,2	5,9	6,9	**100,0**
Security on the walk to/from the taxi rank	49,5	17,1	20,1	6,3	7,0	**100,0**
Security at the taxi rank	43,5	22,3	15,8	9,2	9,2	**100,0**
Security on the taxis	42,2	23,6	19,7	7,3	7,1	**100,0**
The level of crowding in the taxis	40,0	21,6	23,7	9,5	5,2	**100,0**
Safety from accident	49,9	15,5	23,0	5,9	5,7	**100,0**
The frequency of taxi during peak period	36,7	16,8	32,9	6,6	7,0	**100,0**
The frequency of taxi during off-peak period	42,3	16,3	27,4	7,3	6,7	**100,0**
The waiting time for taxi	45,5	14,7	22,6	8,2	8,9	**100,0**
The taxi fare	38,3	17,7	34,1	4,7	5,2	**100,0**
The facilities at the taxi rank, e.g. shelters	46,1	17,8	21,3	8,0	6,8	**100,0**
Roadworthiness of taxis	48,5	15,8	23	7,2	5,4	**100,0**
Behaviour of the taxi drivers towards passengers	44,0	18,1	27,9	4,8	5,2	**100,0**
The taxi service overall	46,5	19,4	22,8	4,9	6,4	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality)**					
	City of Johannesburg	**City of Tshwane**	**Ekurhuleni**	**Sedibeng**	**West Rand**	**Gauteng**
The distance between the taxi rank/route and your home	23,1	15,0	21,1	19,6	20,9	**20,1**
The travel time by taxi	20,5	17,4	16,9	16,4	22,8	**18,7**
Security on the walk to/from the taxi rank	44,0	28,8	31,3	41,7	44,6	**37,6**
Security at the taxi rank	35,5	33,1	21,7	50,4	52,0	**36,5**
Security on the taxis	27,2	28,0	22,0	34,4	31,8	**27,9**
The level of crowding in the taxis	24,0	24,1	24,1	39,6	22,8	**26,4**
Safety from accident	58,2	35,1	45,2	49,6	47,1	**47,3**
The frequency of taxi during peak period	24,1	18,3	34,8	24,5	30,9	**26,9**
The frequency of taxi during off-peak period	27,4	19,8	31,8	31,1	32,0	**28,4**
The waiting time for taxi	31,4	18,3	27,7	38,3	42,8	**30,9**
The taxi fare	37,8	33,3	55,1	29,6	36,0	**39,8**
The facilities at the taxi rank, e.g. shelters	68,5	48,3	53,0	83,5	69,5	**63,3**
Roadworthiness of taxis	57,0	35,6	43,4	54,0	44,6	**47,0**
Behaviour of the taxi drivers towards passengers	53,2	40,6	56,3	37,9	44,6	**47,7**
The taxi service overall	37,2	28,0	31,4	23,9	36,6	**31,7**

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

Table 7.18 presents the level of dissatisfaction with minibus taxi services in the province. The highest proportions of households were dissatisfied with the facilities at the taxi rank (63,3%), behavior of taxi drivers towards passengers (47,7%) and safety from accidents (47,3%) in the province. Other services such as taxi fare (39,8%), security on the walk to/from the taxi rank (37,6%), and the taxi service overall (31,7%) also contributed significantly to the dissatisfaction levels of households.

About 83,5% of households in Sedibeng were dissatisfied with the facilities at the taxi rank, followed by roadworthiness of the taxis (54,0%) and security at the taxi rank (50,4%).

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

Attributes of the minibus taxi service	Gauteng (per cent within GP)	
	2013	2020
Dissatisfaction		
The distance between the taxi rank/route and your home	22,8	20,1
The travel time by taxi	17,0	18,7
Security on the walk to/from the taxi rank	39,1	37,6
Security at the taxi rank	40,3	36,5
Security on the taxis	37,3	27,9
The level of crowding in the taxis	37,8	26,4
Safety from accident	52,2	47,3
The frequency of taxi during peak period	25,6	26,9
The frequency of taxi during off-peak period	29,0	28,4
The waiting time for taxi	33,3	30,9
The taxi fare	54,7	39,8
The facilities at the taxi rank, e.g. shelters	58,1	63,3
Roadworthiness of taxis	52,5	47,0
Behaviour of the taxi drivers towards passengers	58,4	47,7
The taxi service overall	43,5	31,7

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction level with minibus taxi services between 2013 and 2020. Facilities at the taxi rank and taxi fare remained the highest reason indicated for dissatisfaction with minibus taxi services, while travel time by taxi remained the least between 2013 and 2020. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction increased from 58,1% in 2013 to 63,3% in 2020, while the proportion of those who indicated taxi fare decreased significantly from 54,7% in 2013 to 39,8% in 2020. The taxi service overall as a reason for dissatisfaction showed a significant decline of -11,8% percentage points.

7.7 Use of buses

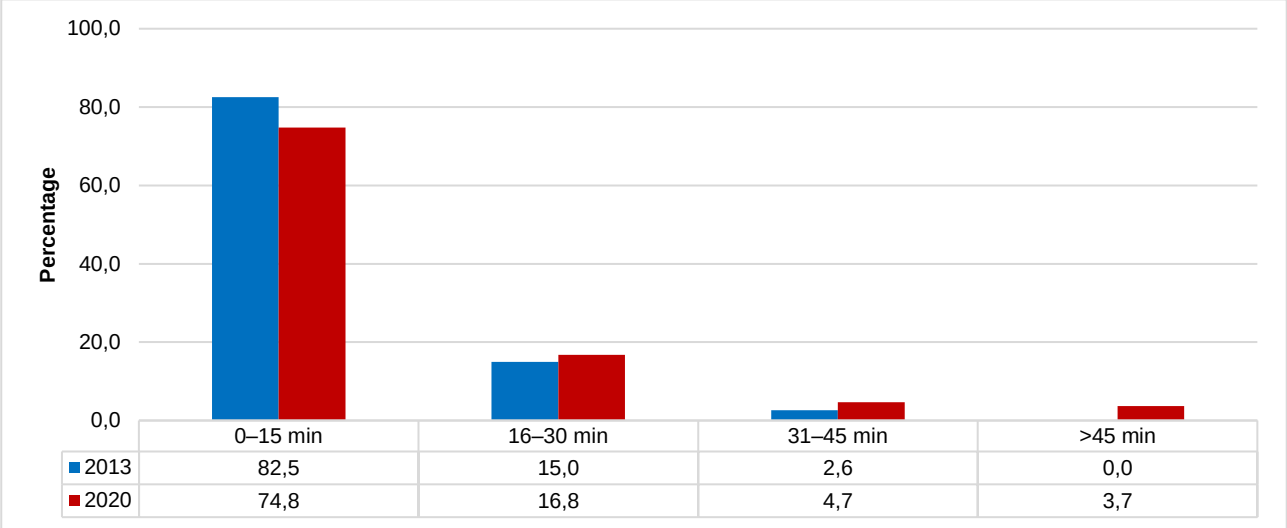
Table 7.20: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020

District municipality	Time 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	
City of Johannesburg	75,8	16,2	5,0	3,0	**100,0**
City of Tshwane	77,0	14,6	4,2	4,1	**100,0**
Ekurhuleni	72,5	18,3	6,4	2,8	**100,0**
Sedibeng	59,8	30,6	3,7	6,0	**100,0**
West Rand	59,1	20,6	*	20,3	**100,0**
Gauteng	**74,8**	**16,8**	**4,7**	**3,7**	**100,0**

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

Table 7.20 presents the time taken to walk to the nearest bus stop/station in Gauteng. Almost seventy-five percentage of households had to walk less than 15 minutes to get to the bus stop/station (74,8%), followed by those who walk between 16 and 30 minutes (16,8%) and 3,7% walked between 46-60 minutes to the bus stop/station. This trend is similar in all of the districts, except in West Rand the proportion of those walking between 16–30 minutes and 46–60 minutes is almost similar at 20,6% and 20,3% respectively.

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



	0–15 min	16–30 min	31–45 min	>45 min
2013	82,5	15,0	2,6	0,0
2020	74,8	16,8	4,7	3,7

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

The proportion of people who walked between 1 to 15 minutes to the bus stop/station decreased from 82,5% in 2013 to 74,8% in 2020. Those who walked between 16 to 30 minutes increased from 15,0% in 2013 to 16,8% in 2020. A notable increase was observed among those who walked between 31 to 45 minutes (2,6% in 2013 to 4,7% in 2020) and those who walked more than 45 minutes (0,0% in 2013 to 3,7% 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)					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	Not available	21,7	10,8	37,2	17,8	39,1	24,7
	Prefer train	12,2	11,2	13,4	14,8	17,7	12,9
	Prefer taxi	1,6	1,0	1,9	1,1	1,1	1,5
	Prefer private transport	16,6	20,8	14,2	16,9	13,2	16,6
	Can walk	5,2	4,3	5,2	8,0	4,6	5,2
	Don't travel much	5,0	6,4	4,4	5,4	7,1	5,3
	Reasons relating to service attributes	36,3	44,7	23,5	35,1	17,1	33,0
	Other	1,5	0,8	0,2	0,8	*	0,8
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	29,0	6,5	39,6	24,6	48,8	28,1
	Prefer taxi	11,8	11,3	6,2	13,5	10,9	10,2
	Prefer train	1,6	0,3	0,6	0,3	0,4	0,9
	Prefer private transport	8,5	17	12,6	13,2	12,6	12
	Can walk	4,0	2,0	3,9	4,8	3,7	3,6
	Don't travel much	2,8	2,7	3,1	7,1	6,3	3,4
	Reasons relating to service attributes	38,8	58,5	33,3	34,7	16,8	39,6
	Other	3,6	1,7	0,7	1,8	0,5	2,0
	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, ect.

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

Reasons related to service attributes (39,6%) was cited as the most common reason for not using buses, while non-availability (28,1%) was the second main reason that hindered the use of buses in the province. More than fifty per cent (58,5%) of households in City of Tshwane did not use buses because of service attributes. West Rand (48,8%) and Ekurhuleni (39,6%) had the highest percentage of households who indicated that buses not being available was their reason for not using buses.

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

Attributes of the bus service	District municipality (per cent across district municipality)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
The distance between the bus stop and your home	52,5	25,4	16,6	2,3	3,2	**100,0**
The travel time by bus	37,9	44,6	13,1	3,4	1,0	**100,0**
Security on the walk to/from the bus stop	53,0	34,9	7,3	3,1	1,7	**100,0**
Security at the bus stop	47,3	40,9	6,5	3,6	1,7	**100,0**
Security on the buses	38,9	45,5	12,1	2,4	1,1	**100,0**
The level of crowding in the bus	50,0	38,0	6,3	3,8	1,9	**100,0**
Safety from accidents	48,3	43,5	2,0	3,8	2,4	**100,0**
The frequency of buses during peak period	31,3	50,7	14,8	2,1	1,1	**100,0**
The frequency of buses during off-peak period	39,1	42,0	15,8	2,4	0,8	**100,0**
The punctuality of buses	45,6	45,7	2,5	4,8	1,3	**100,0**
The bus fares	48,4	38,1	10,6	0,9	2,1	**100,0**
The facilities at the bus stop, e.g. toilets, offices	54,1	28,4	11,9	3,3	2,3	**100,0**
Behaviour of the bus drivers towards passengers	40,4	52,5	4,4	0,8	1,8	**100,0**
The bus service overall	29,3	54,6	11,9	1,4	2,9	**100,0**
Availability of information	28,1	51,6	13,9	4,6	1,8	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**					
	City of Johannesburg	**City of Tshwane**	**Ekurhuleni**	**Sedibeng**	**West Rand**	**Gauteng**
The distance between the bus stop and your home	38,7	27,3	28,2	27,0	34,4	**31,4**
The travel time by bus	10,7	29,5	12,8	24,3	6,3	**18,5**
Security on the walk to/from the bus stop	38,7	37,5	12,8	45,9	15,6	**32,8**
Security at the bus stop	33,3	48,9	15,4	56,8	15,6	**36,9**
Security on the buses	18,7	27,3	10,3	24,3	6,3	**19,6**
The level of crowding in the bus	21,3	45,5	15,4	43,2	18,8	**31,0**
Safety from accidents	18,7	28,4	5,1	27,0	12,5	**20,3**
The frequency of buses during peak period	14,7	40,9	17,9	8,1	6,3	**21,8**
The frequency of buses during off-peak period	28,0	43,2	30,8	18,9	6,3	**29,5**
The punctuality of buses	18,7	39,8	5,1	24,3	9,4	**23,2**
The bus fares	22,7	29,5	10,3	10,8	15,6	**20,7**
The facilities at the bus stop, e.g. toilets, offices	61,3	54,5	46,2	75,7	37,5	**56,1**
Behaviour of the bus drivers towards passengers	10,7	28,4	7,7	8,1	9,4	**15,5**
The bus service overall	13,3	31,8	5,1	10,8	12,5	**17,7**
Availability of information	16,0	40,9	17,9	27,0	9,4	**25,1**

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

Table 7.22 summarises the reasons for dissatisfaction with bus services for those who used it. The facilities at the bus stop (56,1%), security at the bus stop (36,9%), and the level of crowding in the bus (31,0%) were the attributes most likely to elicit dissatisfaction amongst bus users. Comparisons between district municipalities indicate that the distance between the bus stop and home was most important West Rand (34,4%), followed by Ekurhuleni (12,5%). Bus fares were most likely to be problematic in West Rand (15,6%) and City of Johannesburg (22,7%), whilst facilities at the bus stop were an important source of dissatisfaction in West Rand (37,5%), City of Johannesburg (61,3%), Ekurhuleni (46,2%) and Sedibeng (75,7%).

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

Attributes of the bus service	GP (per cent within GP) 2013	2020
Dissatisfaction		
The distance between the bus stop and your home	23,6	31,4
The travel time by bus	22,8	18,5
Security on the walk to/from the bus stop	31,5	32,8
Security at the bus stop	31,6	36,9
Security on the buses	27,1	19,6
The level of crowding in the bus	38,3	31,0
Safety from accidents	27,6	20,3
The frequency of buses during peak period	30,2	21,8
The frequency of buses during off-peak period	31,9	29,5
The punctuality of buses	31,4	23,2
The bus fares	29,0	20,7
The facilities at the bus stop, e.g. toilets, offices	43,6	56,1
Behaviour of the bus drivers towards passengers	20,8	15,5
The bus service overall	29,8	17,7
Availability of information	26,9	25,1

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

Table 7.23 summarises the reasons for dissatisfaction with bus services for those who used it. The facilities at the bus stop (56,1%), security at the bus stop (36,9%), and the level of crowding in the bus (31,0%) were the attributes most likely to elicit dissatisfaction amongst bus users.

7.8 Use of trains

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

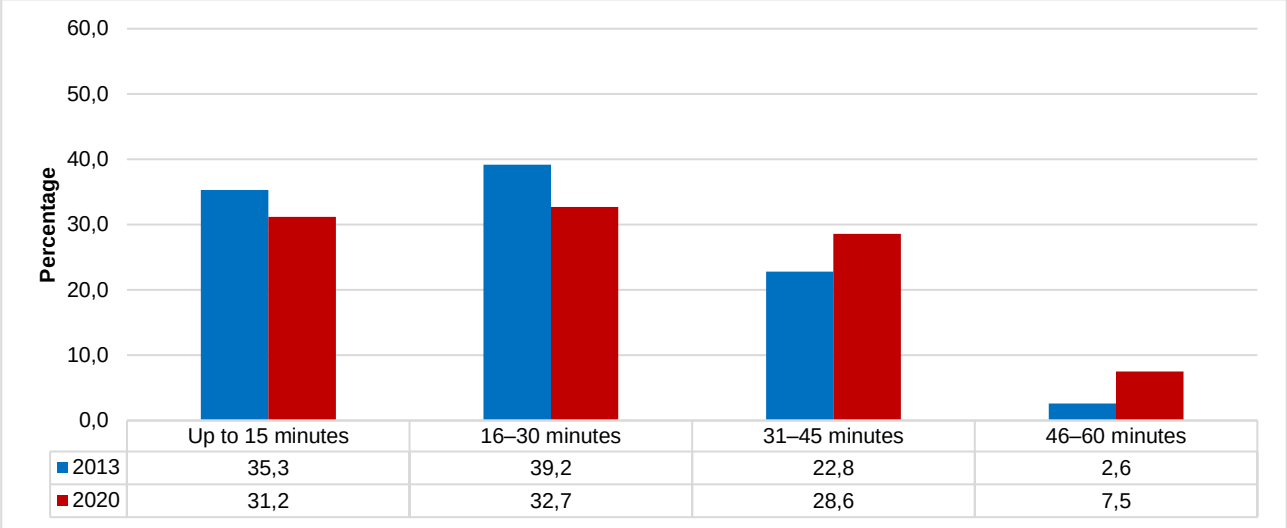
District municipality	Time taken to walk to the nearest train station (per cent within district municipality) Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	Total
City of Johannesburg	37,4	26,4	27,2	9,0	**100,0**
City of Tshwane	25,4	42,5	24,7	7,5	**100,0**
Ekurhuleni	32,8	32,0	31,1	4,1	**100,0**
Sedibeng	7,6	32,8	51,6	7,9	**100,0**
West Rand	17,2	30,0	21,1	31,7	**100,0**
Gauteng	**31,2**	**32,7**	**28,6**	**7,5**	**100,0**

The total used to calculate percentages excluded unspecified cases.

Table 7.24 presents the time taken to walk to the nearest passenger train station in Gauteng. Slightly more than thirty two percent of households had to walk between 16 and 30 minutes (32,7%), followed by those who walked between one and 15 minutes (31,2%), 28,6% walked between 31 and 60 minutes and 7,5% walked more than 45 minutes.

Roughly more than a half of households in Sedibeng walked between 31-45 minutes to reach the nearest passenger train station (51,6%). In Sedibeng , 32,8% of households walked between 16–30 minutes, while about 7,9% of households walked more than 45 minutes to the nearest train station.

Figure 7.8: Time taken to walk to the nearest train station by those who used trains during the calendar month preceding the survey, 2013 and 2020



	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes
2013	35,3	39,2	22,8	2,6
2020	31,2	32,7	28,6	7,5

The time taken for households to walk to the nearest passenger train station is summarised in Figure 7.8. Nearly three out of ten households (32,7%) across the country took 16 to 31 minutes to walk to the nearest passenger train station, as opposed to less than four out of ten households (39,2%) who took 16 to 31 minutes to walk to the train station in 2013. Those who indicated that they walked for fifteen minutes or less also decreased from 35,3% in 2013 to 31,2% in 2020.

A notable increase was observed among those who walked more than an 45 minutes (2,6% in 2013 to 7,5% in 2020).

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

Year	Reason	District municipality (per cent within province, all reasons combined)					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	Not available	26,4	16,1	18,9	19,9	31,2	**22,1**
	Prefer bus	1,0	1,4	0,7	1,0	0,1	**1,0**
	Prefer taxi	10,9	10,4	12,2	13,0	15,6	**11,6**
	Prefer private transport	14,5	16,7	15,6	15,3	13,5	**15,3**
	Can walk	4,0	3,6	5,5	6,0	4,0	**4,4**
	Don't travel much	4,7	6,5	6,5	5,2	8,4	**5,9**
	Reasons relating to service attributes	36,7	44,5	40,1	38,8	26,4	**38,7**
	Other	1,8	0,7	0,5	0,8	0,7	**1,1**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	33,9	27,5	30,2	29,0	39,1	**31,5**
	Prefer bus	0,5	0,4	0,0	0,2	0,1	**0,3**
	Prefer taxi	11,8	8,7	5,2	10,5	9,1	**9,1**
	Prefer private transport	8,2	15,3	13,0	11,6	12,8	**11,6**
	Can walk	3,3	1,3	3,8	4,1	5,2	**3,2**
	Don't travel much	2,3	2,6	3,6	7,3	5,5	**3,3**
	Reasons relating to service attributes	36,6	42,9	43,6	36,1	28,0	**39,1**
	Other	3,5	1,3	0,7	1,1	0,2	**1,8**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The total used to calculate percentages excluded unspecified cases.

Table 7.25 summarises the main reasons that trains were not used during the past calendar month as found in the 2013 and 2020 surveys. Between 2013 and 2020, reasons relating to service attribute as of train services remains the main reason for not using trains (39,1%). The second most common reason indicated for not using trains is preference of private transport (11,6%).

Ekurhuleni had the highest proportion (43,6%) of persons who indicated reasons relating to service attributes as the reason for not using the trains, followed by City of Tshwane (42,9%) and City of Johannesburg (36,6%). The district municipality with the highest proportion of those who prefer private transport was City of Tshwane (15,3%), followed by Ekurhuleni (13,0%) and West Rand (12,8%).

Table 7.26: Dissatisfaction with train services by province, 2020

Attributes of the train service	Province (per cent across province)					
	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Dissatisfaction						
The distance between the train station and your home	51,3	10,8	33,2	1,6	3,1	**100,0**
The travel time by train	53,2	9,7	33,5	0,8	2,8	**100,0**
Security on the walk to/from the train station	51,7	13,3	31,9	1,2	1,9	**100,0**
Security at the train station	58,6	7,1	30,5	1,3	2,4	**100,0**
Security on the trains	54,5	8,5	32,9	1,3	2,8	**100,0**
The level of crowding in the train	55,4	10,8	30,8	1,0	2,1	**100,0**
Safety from accidents	59,9	10,0	26,4	1,3	2,3	**100,0**
The frequency of trains during peak period	54,1	9,0	33,8	0,9	2,3	**100,0**
The frequency of trains during off-peak period	53,9	7,8	34,6	1,1	2,5	**100,0**
The punctuality of trains	54,8	8,8	33,1	1,0	2,3	**100,0**
The train fares	58,8	14,7	23,3	0,8	2,3	**100,0**
The facilities at the train station, e.g. toilets, offices	49,4	7,3	40,0	1,2	2,2	**100,0**
The train service overall	54,9	7,9	33,7	0,9	2,7	**100,0**
Attributes of the train service	**Province (per cent within province)**					
	City of Johannesburg	**City of Tshwane**	**Ekurhuleni**	**Sedibeng**	**West Rand**	**Gauteng**
Dissatisfaction						
The distance between the train station and your home	46,7	51,4	53,7	65,0	63,6	**52,5**
The travel time by train	76,2	62,2	77,7	50,0	81,8	**73,8**
Security on the walk to/from the train station	68,6	62,2	76,0	75,0	59,1	**70,5**
Security at the train station	68,6	40,5	58,7	60,0	50,0	**59,3**
Security on the trains	72,4	51,4	69,4	65,0	72,7	**68,2**
The level of crowding in the train	93,3	75,7	91,7	80,0	77,3	**88,5**
Safety from accidents	44,8	29,7	33,9	45,0	31,8	**37,7**
The frequency of trains during peak period	85,7	67,6	90,9	60,0	72,7	**83,0**
The frequency of trains during off-peak period	82,9	59,5	93,4	75,0	86,4	**83,9**
The punctuality of trains	91,4	67,6	93,4	65,0	81,8	**86,9**
The train fares	8,6	5,4	9,9	5,0	13,6	**8,9**
The facilities at the train station, e.g. toilets, offices	65,7	48,6	80,2	55,0	54,5	**67,9**
The train service overall	76,2	51,4	73,6	40,0	72,7	**69,5**

The total used to calculate percentages excluded unspecified cases.

The level of crowding in the train (88,5%), the punctuality of trains (86,9%), the frequency of trains during off-peak periods (83,9%) and the frequency of trains during peak periods (83,0%) were the attributes most likely to elicit dissatisfaction amongst train users. Comparisons between district municipalities indicate that the level of crowding was most important in City of Johannesburg (93,3%), followed by Ekurhuleni (91,7%).

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

Attributes of the train service	Gauteng (per cent within Gauteng)	
	2013	2020
Dissatisfaction		
The distance between the train station and your home	56,1	52,5
The travel time by train	58,3	73,8
Security on the walk to/from the train station	53,3	70,5
Security at the train station	30,8	59,3
Security on the trains	46,3	68,2
The level of crowding in the train	81,1	88,5
Safety from accidents	32,5	37,7
The frequency of trains during peak period	52,0	83,0
The frequency of trains during off-peak period	54,0	83,9
The punctuality of trains	67,6	86,9
The train fares	10,9	8,9
The facilities at the train station, e.g. toilets, offices	43,9	67,9
The train service overall	49,4	69,5

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

In 2013, reasons mostly likely to be indicated for dissatisfaction with train services were the level of crowding in the train (81,1%), followed by security on the walk to/from the train station (53,3%). In 2020, the level of crowding in the trains (88,5%) and the punctuality of trains (86,9%) were the biggest problems mentioned by households. The frequency of trains during peak periods and off-peak periods was also one of the most significant problems cited by households. The train service overall as a reason for dissatisfaction increased from 49,4% in 2013 to 69,5% in 2020.

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.

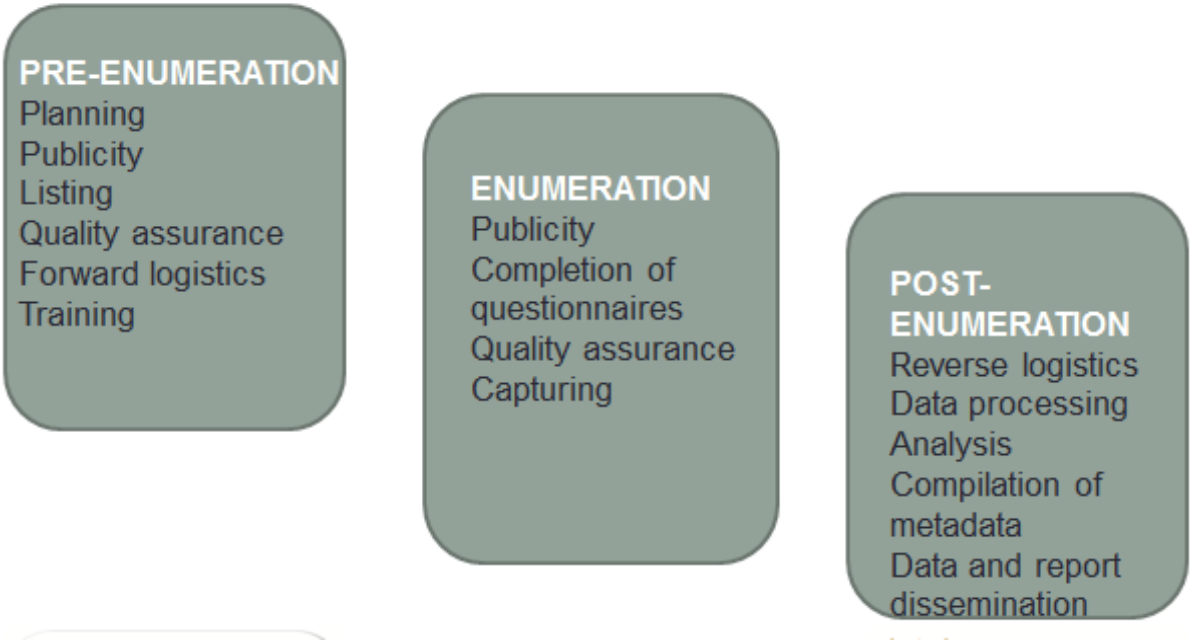
Table 8.1: Sample distribution by province

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.

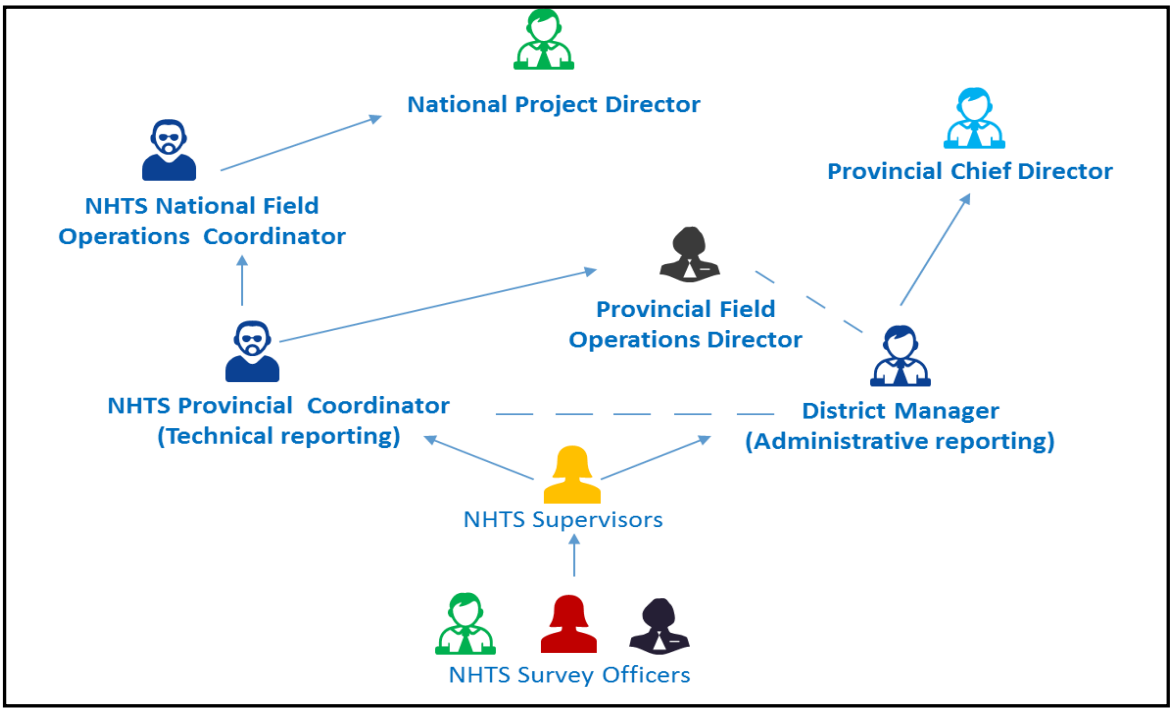
Figure 8.1: Phases of data collection



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.