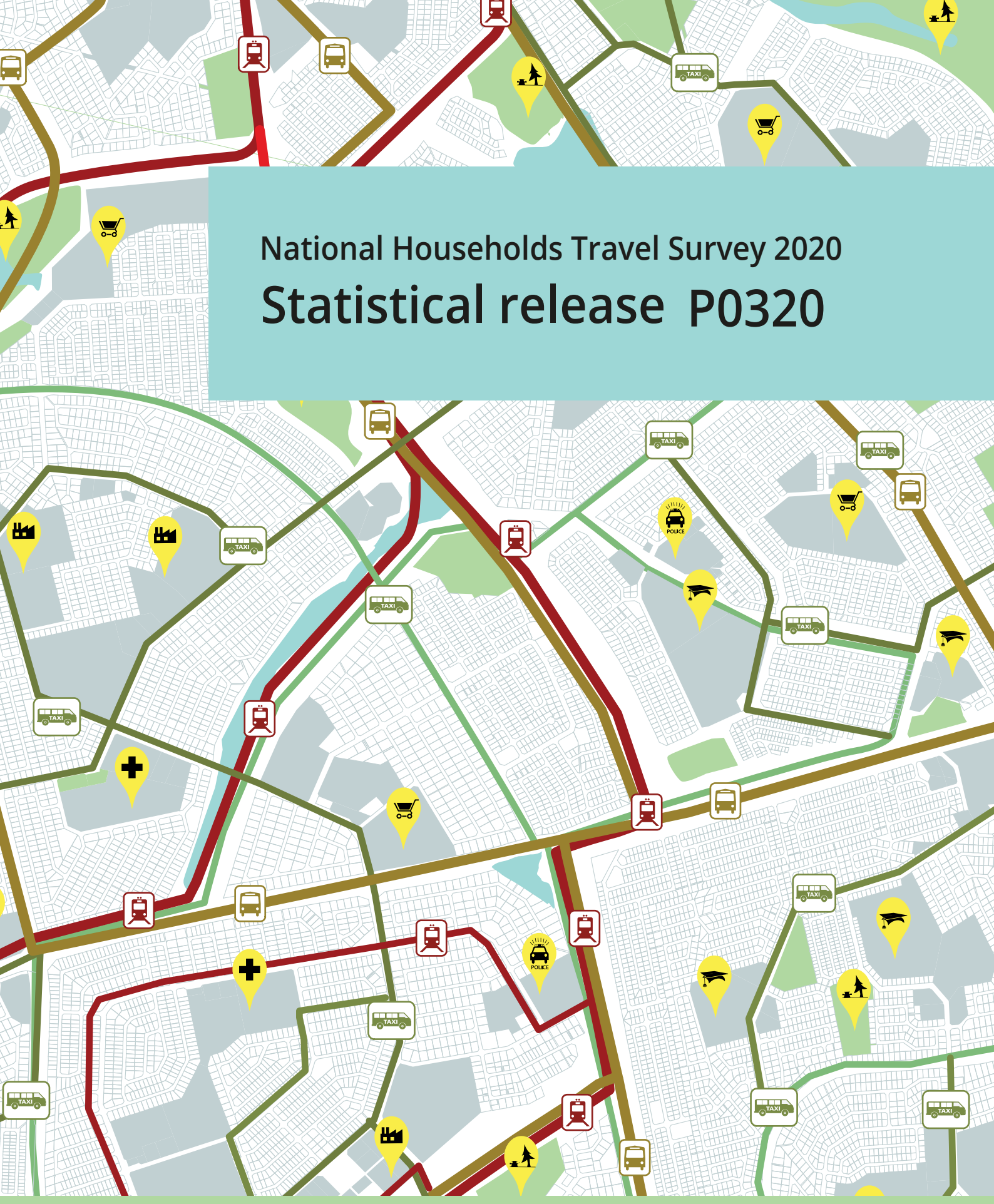
National Households Travel Survey 2020

Statistical release P0320



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National Household Travel Survey

NHTS 2020

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Abbreviations

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
CAPI	Computer-assisted Personal Interview
CV	Coefficient of variation
Deff	Design Effect
EA	Enumeration area
FET	Further Education and Training
GIF	Geographical Information Framework
GPS	Global Positioning System
KPI	Key Performance Indicators
MDB	Municipal Demarcation Board
MTSF	Medium Term Strategic Framework
NDoT	National Department of Transport
PSU	Primary sampling unit
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 reference period of the study was seven days prior to the interview. The results show that the number of South Africans who had travelled during the seven days prior to the survey increased from 42,4 million in 2013 to 45,0 million in 2020. Of the 45 million people who took trips across all provinces, Gauteng (28,2%) had the largest number of individuals who undertook trips during the seven days prior to the interviews, followed by KwaZulu-Natal (16,9%), Western Cape (11,2%) and Limpopo (11,2%). Northern Cape had the least number of persons who undertook trips (2,2%).

Approximately 77% of individuals in metropolitan and urban areas travelled during the 7-day reference period, whilst 74,3% of individuals in rural areas travelled in the same period, which was slightly lower than the national percentage of 76,0%.

Most travelling occurred from Monday to Friday. Men were more likely to travel than women during the week and over weekends.

Nationally, not needing to travel (47,9%) and being too old/young to travel (21,9%) were the most commonly given explanations for not travelling. Financial reasons were the third most commonly mentioned explanation, provided by 9,7% of persons at national level, and by 12,6% and 12,5% of residents in KwaZulu-Natal and Mpumalanga, respectively.

Main purpose of travel by household members

Nationally, travelling to an educational institution was the primary purpose of undertaking a trip by household members. KwaZulu-Natal (49,4%) and Eastern Cape (48,6%) had the highest proportions of persons who cited travelling to an educational institution as their primary purpose for travel.

Trips to the usual workplace were the second most common purpose for household members to travel. These trips were most predominated in Western Cape (37,4%), Gauteng (31,1%), and KwaZulu-Natal (28,3%). Also, these proportions were much higher than the national proportion of 26,3%.

Travelling to welfare offices and going for a holiday/leisure were the least common trip purposes in the week (7 days).

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

About 17,4 million South Africans walked all the way to their destination, followed by 10,7 million individuals who made use of taxis and 6,2 million who used a car/truck as a driver.

Trains were the mode of travel that was least used by household members, except for Western Cape (1,6%) and Gauteng (1,5%), where more than one per cent of household members used this mode of transport.

Education and education-related travel

Learners' travel patterns and modes of transport

Learners in urban areas (59,5%) were more likely to attend an educational institution than those in rural areas (40,5%). A total of 18,5 million learners were identified across the country, irrespective of the type of educational institution attended and including private, public and special schools. Of the 14,7 million learners attending school in the country, 3,2 million lived in KwaZulu-Natal, 3,1 million in Gauteng and 2,0 million in Eastern Cape.

It is evident from the survey that 'walking all the way' remained the mode of travel that was most used by learners to reach their educational institution in all nine provinces. About 10,1 million learners walked all the way to their educational institution, which is a decrease from the 11 million observed in 2013. Across provinces, the highest percentage of learners who walked to their educational institution were found in KwaZulu-Natal (20,3%) and Gauteng (17,7%), followed by Eastern Cape and Limpopo both at 14,6%.

Most learners in the country walked all the way to their educational institution (76,9%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (11,0%). This reason was most likely to be given in rural areas (13,1%).

Individuals who attended an educational institution and used public transport were most likely to use a taxi (72,4%), followed by those who used a bus (26,6%), while 1,0% used a train. Learners who attended an educational institution and used a taxi were most likely to live in urban areas. At the same time, those who used a bus were most likely to live in rural areas.

Most scholars walked all the way to reach their different educational institutions. Learners who attended a higher educational institution were most likely to use a taxi (31,5%), and driving a car/truck (24,1%) to reach their destination.

Learners' number of days and travel cost

Across all educational institutions, as would be expected, most learners travelled to their institution of learning for five days per week. More than half of the learners (56,2%) travelled between 07:00 and 07:59 in the morning to their place of learning. In Western Cape and Eastern Cape, more than 70% of learners travelled during this time slot. In Limpopo, only 40,4% of learners travelled at this time, as a significant number travelled between 06:30 and 06:59 (32,9%), and 24,3% travelled before 06:30.

Between 2013 and 2020, the average travel time has increased across all modes of transport except for learners who drove and used buses to their educational institution. The highest increase is observed among those who used a train and taxi to reach their destination.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution — train users travelled for 91 minutes, bus travellers spent 59 minutes travelling and taxi users travelled 51 minutes. On the other hand, those who used cars/bakkies/trucks as passengers needed 35 minutes to reach their destination, and those who drove took 41 minutes. Learners who walked all the way to their educational institution required 29 minutes to arrive at their institution.

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

Workers' geographic location

More than one-third of the 16,6 million South African workers reside in Gauteng (34,2%), 15,6% reside in KwaZulu-Natal and 14,4% in Western Cape. The highest percentage of workers classified as rural residents come from KwaZulu-Natal (25,9%) and Limpopo (24,9%).

Workers' mode of travel

Most workers used private transport (43,5%) as their main mode of travel to work, while 35,0% used public transport. Approximately twenty per cent of workers reported walking all the way (20,3%).

The use of public transport was important across all geographic locations. However, urban workers were more likely to use a taxi than a bus as their main mode of transport, while rural workers were most likely to use a bus as their main mode of transport.

The estimated total number of workers' trips using public transport decreased significantly from 5,4 million in 2013 to 4,7 million in 2020. Taxis accounted for most public transport users with 80,2% of workers using taxis, which is more than the proportion reported in 2013 (67,6%). More than fifteen per cent (16,6%) of workers

using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 19,5%. Those who used trains in 2013 (12,9%) significantly decreased to 3,2% in 2020.

The proportional share of the different public transport modes changed across this time period, with 80,2% of these being public transport trips made by taxi (68% in 2013), 17% by bus (20% in 2013) and 3% by train (13% in 2013).

Time workers leave for work

More than one-quarter (29,8%) of South Africa's workers left their home for work between 07:00 and 07:59 in the morning. Slightly less than one-quarter of workers (24,5%) left for work before 06:00 in the morning. Ten per cent (10,3%) of workers started travelling at 08:00 or later. Workers in rural areas tended to leave earlier for work than the residents in urban areas. Two-thirds (66,2%) of rural workers left before 07:00, as opposed to 58% of workers in urban areas.

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

The percentage of workers who spent 15 minutes or more walking to their first transport decreased nationally from 14,7% in 2013 to 11,5% in 2020. Similarly, the proportion of workers who waited more than 15 minutes for the first public transport decreased from 10,3% in 2013 to 6,7% in 2020. The highest percentage of workers who had to wait for more than 15 minutes for the first public transport to arrive were found in Gauteng (9,2%), Limpopo (7,5%) and KwaZulu-Natal (6,8%).

After being dropped off by their public transport, most workers walked to reach their workplace. The percentages of these workers who had to walk for more than 15 minutes to get to work were as follows: 11,2% in North West; 10,5% in Gauteng; 10,4% in Western Cape and 9,5% in Limpopo.

Total time travelled to work

Overall, between 2013 and 2020, the average travel time for work has increased across all modes of transport except for those who walked all the way to their place of work. The highest increase is observed among those who used a train, taxi, and bus 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 spent 84 minutes travelling, and taxi users travelled 63 minutes. Those who used a car/bakkie/truck as passengers needed 49 minutes to get to work, while those who drove took 44 minutes.

Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work. Of the 16,6 million persons aged 15 years and older who were interviewed, only 1,4 million indicated that they had undertaken business trips during the calendar month preceding the survey. Three out of ten business travellers were from Gauteng (33,0%),13,7% were from Limpopo, 10,2% from Mpumalanga and 10,1% were from Western Cape. Northern Cape (2,9%) contributed the least number of travellers to the national business travel count. Most people travelled within their own provinces; however, business travellers were most likely to travel to Gauteng when leaving their province of residence.

Most business travellers (55,5%) drove themselves in a car/bakkie/truck. The other modes of transport that were used most often were taxis (20,5%) and a car/bakkie/truck as a passenger (12,0%).

Other travel patterns

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

Day trips

Gauteng had the highest proportion of persons who had undertaken day trips at 35,2%, followed by Limpopo (16,5%) and KwaZulu-Natal at 10,7%. Northern Cape (2,0%) had the least number of persons who undertook day trips in the twelve months prior to the interview.

Visiting friends/family/ancestral home (43,2%), shopping (15,0%) and leisure/holiday (11,0%) were cited by the majority of travellers as their main purpose for travel. The majority of day-trippers used a taxi (43,9%), followed by those who drove a car/bakkie/truck (20,5%) and 20,0% who used a car/bakkie/truck as a passenger.

Overnight trips

Visiting friends/family/ancestral home (60,2%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 15,4% of those who said that they were travelling for leisure/holiday, while 8,5% of persons who undertook overnight trips travelled to attend funerals. Provincially, the same pattern was observed where visiting friends/family/ancestral home was indicated as the main purpose for undertaking overnight trips. Travelling to attend funerals was most common in Limpopo (13,6%), Northern Cape (13,6%), North West (11,8%), and Free State (11,2%).

Almost 43% (42,7%) of overnight trips were made by persons using a taxi to reach their main destination, followed by those who travelled by car/bakkie/truck as a passenger at 21,1%, while 18,0% preferred travelling by car/bakkie/truck as the driver as their main mode of overnight travel. Only 10,6% of travellers made use of buses.

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 (66,8%) travelled 15 minutes or less, followed by 20,5% who travelled between 16 and 30 minutes. More than 7 in 10 households lived within 30 minutes' travel time from other shops, religious institutions, a police station and financial services/banks.

Services for which significant percentages of households have to travel more than an hour include a tribal authority (68,6%), library (48,8%), and welfare office (34,7%).

Use of taxis, buses and trains

The general usage patterns of public transport as reported by households has changed significantly between 2013 and 2020. There has been a general increase in households who used a taxi (from 9,8 million to 11,4 million). However, a significant decrease was recorded in the number of households who used a bus (from 2,9 million to 2,1 million) and a train (1,4 million to 0,5 million) as their preferred mode of transport.

Walking for more than 30 minutes to the nearest bus or train station, and walking more than 15 minutes to the nearest taxi rank

Generally, households needed less time to walk to their nearest taxi, bus or train station in 2020 compared to 2013. The percentage of households that walked for more than 15 minutes to the taxi rank decreased from 22,3% in 2003 to 20,2% in 2020. The number of those who walked to the bus station for longer than 30 minutes increased from 3,9% in 2013 to 7,4% in 2020. In 2013, a little more than 16% (16,3%) of households walked for longer than 30 minutes to a train station. This figure increased to 41,0% in 2020.

Attitudes and perceptions about transport

About ten per cent (10,5%) of households indicated that they had no transport-related problems. The most significant problem that was experienced nationally is the poor condition of roads (13,2%). Provinces with the most complaints about the condition of roads were Free State (29,2%), North West (24,5%), Eastern Cape (21,4%) and Limpopo (19,9%).

Nationally, about fifteen per cent (14,6%) of households identified the unavailability of buses as their main transport-related problem. Eastern Cape (19,7%), Gauteng (16,6%) and KwaZulu-Natal (15,9%) have the highest percentage of households that mentioned this particular problem.

Taxis too expensive and reckless driving

Nationally, almost eight per cent (7,6%) of households indicated that taxis were too expensive. Proportionally, households in Northern Cape (11,5%), Eastern Cape (10,8%), KwaZulu-Natal (10,2%) and Mpumalanga (9,9%) were more likely to be concerned about the cost of taxis. About 6% (5,6%) of the respondents considered reckless driving by taxi drivers as one of their most concerning transport-related problems. The two provinces with the highest economic activity levels, namely Western Cape (10%) and Gauteng (6,9%), had a greater proportion of households that identified this problem.

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 among South African households. In 2020, more than half of these households (56,9%) were dissatisfied with the facilities at the taxi rank. Regarding bus services, households were most dissatisfied with bus stop facilities, the level of crowding in the bus and security at the bus stop.

In 2013, reasons most likely to be indicated for dissatisfaction with train services were the level of crowding in the train (78,2%), followed by security on the walk to/from the train station (56,6%). In 2020, the level of crowding in the trains (86,8%) and waiting time for trains (86,6%) were the biggest problems mentioned by households.

Factors influencing the household's choice of transport

Travel cost, travel time and flexibility remain the top three factors influencing a household’s choice as far as the mode of transport is concerned. In 2013, 32,6% of households identified travel time as the biggest determinant of modal choice, followed by travel cost (26,1%) and flexibility (9,2%). In 2020, travel cost surpassed travel time as a national priority (30,8%), while travel time was important to 23,3% and flexibility was mentioned by 11,9% of households.

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

Generally, Gauteng had the highest ownership levels or access to all types of vehicle categories except a minibus/kombi, while Northern Cape, Free State and North West reported the least number of persons to own some type of vehicle. The results show that 30% to 40% of households that own or have access to some type of vehicle (except a minibus/kombi) lived in Gauteng.

Nationally, about 1 million households reported that they owned at least one bicycle in working order and used this for transport purposes. More than 0,9 million households owned between one and three bicycles. Twenty-one thousand households owned more than three bicycles. Of the 21 000 households that owned more than three bicycles, most were in Western Cape (29,7%), followed by Gauteng (26,3%).

To measure the usage of non-motorised transport

Usage of non-motorised transport

One in five workers walked all the way to their place of work, and only 1,1% of workers cycled all the way to work. The majority of those that walked all the way to work were found in the rural areas. Those who cycled all the way to work were predominantly found in urban areas.

For learners, 10 million learners walked all the way to their educational institution, while only 16 000 cycled all the way to their educational institution. A little more than 3% (3,4%) of households who were interviewed indicated that they walked all the way to their destination.

Risenga Maluleke
Statistician-General

1. Introduction

This statistical release presents a selection of key findings 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 levels 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-stage stratified random 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 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; and
- To assess the accessibility of public transport for people with disabilities and elders in the community.

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 districts.

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.

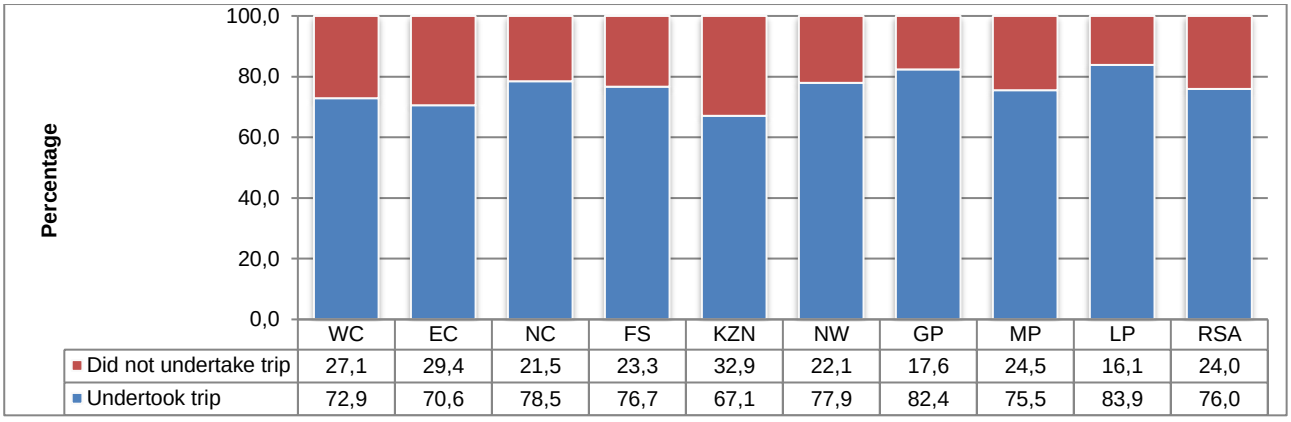
Table 2.1: Persons who undertook trips in the seven days prior to the interview by province, 2013 and 2020

	Undertook trip				Population ('000)	
	Number ('000)		Percentage of RSA			
	2013	2020	2013	2020	2013	2020
Western Cape	5 044	5 046	11,9	11,2	5 974	6 921
Eastern Cape	5 187	4 740	12,3	10,5	6 608	6 712
Northern Cape	980	1 001	2,3	2,2	1 159	1 275
Free State	2 461	2 219	5,8	4,9	2 751	2 893
KwaZulu-Natal	7 597	7 624	17,9	16,9	10 416	11 367
North West	2 812	3 170	6,6	7,0	3 579	4 068
Gauteng	10 682	12 692	25,2	28,2	12 630	15 404
Mpumalanga	3 404	3 500	8,0	7,8	4 109	4 636
Limpopo	4 183	5 040	9,9	11,2	5 493	6 010
RSA	**42 350**	**45 032**	**100,0**	**100,0**	**52 720[1]**	**59 286[2]**

Percentages calculated within the province.

Table 2.1 shows that the number of South Africans who travelled during the seven days prior to the survey increased from 42,4 million in 2013 to 45,0 million in 2020. Of those who took trips across all provinces, Gauteng (28,2%) had the largest number of individuals who undertook trips during the seven days prior to the interview, followed by KwaZulu-Natal (16,9%), Western Cape (11,2%) and Limpopo (11,2%). Northern Cape had the least number of persons who undertook trips (2,2%).

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not undertake trip	27,1	29,4	21,5	23,3	32,9	22,1	17,6	24,5	16,1	24,0
Undertook trip	72,9	70,6	78,5	76,7	67,1	77,9	82,4	75,5	83,9	76,0

Figure 2.1 shows the percentage of people who undertook trips seven days before the interview. A total of 76,0% of South Africans undertook trips seven days prior to the interview. When the proportion of travellers within provinces is considered, people of the Limpopo were the most likely to travel in the week before their interviews (83,9%). This province is followed by Gauteng (82,4%) and Northern Cape (78,5%).

[1] Population estimates for February 2013, based on the Stats SA demographic model 2012, were used to benchmark the data.
[2] Population estimates for February 2020, based on the Stats SA demographic model 2019, were used to benchmark the data.

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

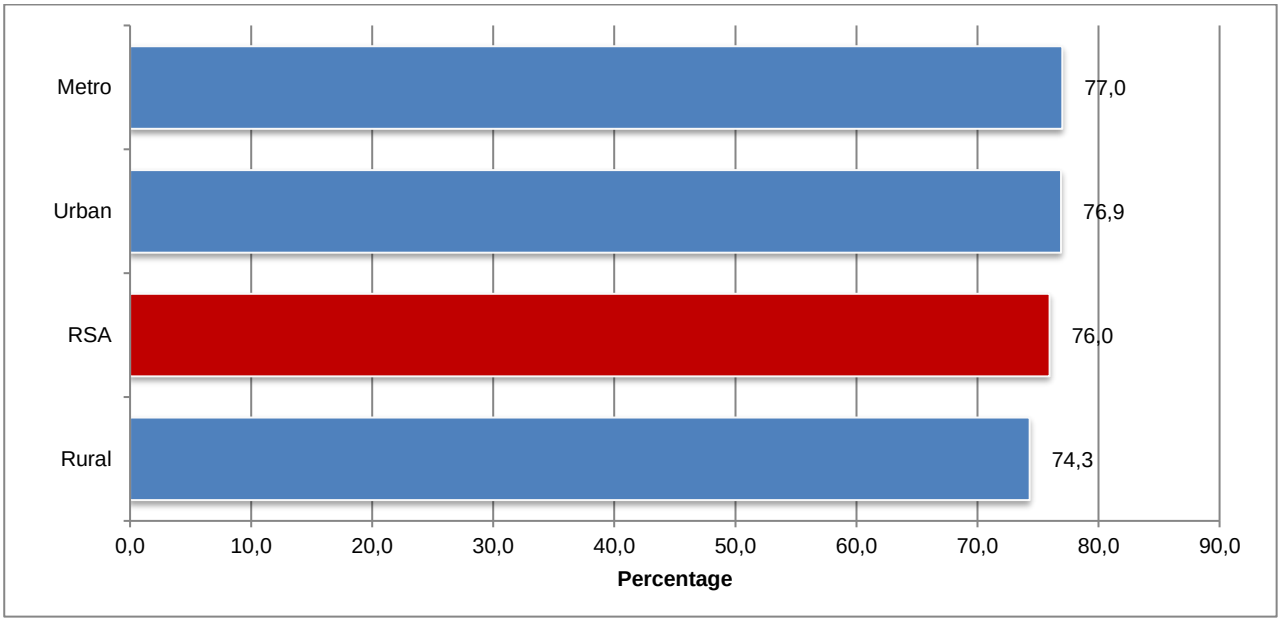


Figure 2.2 shows that the highest proportion of persons who undertook trips seven days prior to the interview were located in metropolitan areas (77,0%), followed by those in urban areas (76,9%), and those in the rural areas at 74,3%, which was slightly lower than the national percentage of 76,0%.

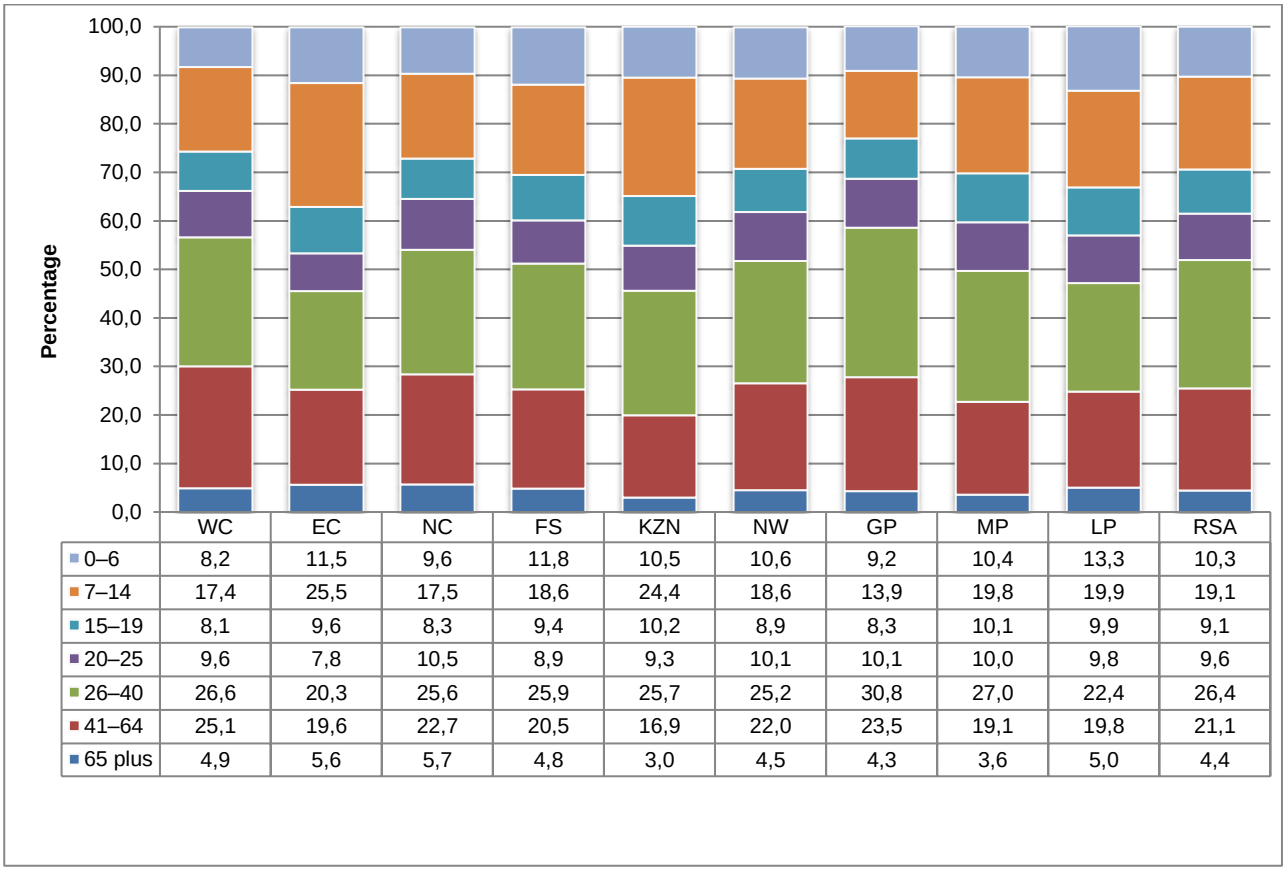
Table 2.2: Persons who undertook trips in the seven days prior to the interview by province and sex, 2020

Province	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of province	Number ('000)	Percentage of province
Western Cape	5 046	2 608	51,7	2 438	48,3
Eastern Cape	4 740	2 329	49,1	2 411	50,9
Northern Cape	1 001	506	50,6	494	49,4
Free State	2 219	1 115	50,2	1 105	49,8
KwaZulu-Natal	7 624	3 800	49,8	3 824	50,2
North West	3 170	1 647	52,0	1 523	48,0
Gauteng	12 692	6 487	51,1	6 204	48,9
Mpumalanga	3 500	1 768	50,5	1 732	49,5
Limpopo	5 040	2 421	48,0	2 619	52,0
RSA	**45 032**	**22 682**	**50,4**	**22 350**	**49,6**

Percentage calculated within provinces and RSA.

Nationally, nearly equal proportions of persons who undertook trips were males (50,4%) compared to the 49,6% of females, as shown in Table 2.2. These patterns were observed in most provinces; however, Limpopo had more females (52,0%) who undertook trips than males (48,0%).

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
0–6	8,2	11,5	9,6	11,8	10,5	10,6	9,2	10,4	13,3	10,3
7–14	17,4	25,5	17,5	18,6	24,4	18,6	13,9	19,8	19,9	19,1
15–19	8,1	9,6	8,3	9,4	10,2	8,9	8,3	10,1	9,9	9,1
20–25	9,6	7,8	10,5	8,9	9,3	10,1	10,1	10,0	9,8	9,6
26–40	26,6	20,3	25,6	25,9	25,7	25,2	30,8	27,0	22,4	26,4
41–64	25,1	19,6	22,7	20,5	16,9	22,0	23,5	19,1	19,8	21,1
65 plus	4,9	5,6	5,7	4,8	3,0	4,5	4,3	3,6	5,0	4,4

Figure 2.3 represents the percentage of persons who undertook trips in the seven days preceding the survey period by province and age group. In South Africa, persons aged 0–6 years (10,3%) were less likely to travel than those aged 7–14 years (19,1%). Individuals aged 65 years and older were the least likely to travel (4,4%). The age group 26–40 years living in Gauteng were more likely to travel than those living in other provinces.

Table 2.3: Days of the week when persons usually travel by age group and sex, 2020[3]

Indicator		Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex	Male ('000)	21 429	21 222	21 314	21 083	21 121	9 463	9 297
	Per cent of males	74,1	73,4	73,7	72,9	73,0	32,7	32,1
	Female ('000)	19 464	19 172	19 350	19 094	19 213	8 384	10 317
	Per cent of females	64,1	63,2	63,7	62,9	63,3	27,6	34,0
Age group								
0–2 yrs	Number	928	915	907	902	902	346	516
	Per cent in age group	26,9	26,5	26,3	26,1	26,1	10,0	14,9
3–4 yrs	Number	1 541	1 557	1 546	1 545	1 549	290	459
	Per cent in age group	67,7	68,4	67,9	67,8	68,0	12,7	20,2
5–6 yrs	Number	2 140	2 135	2 137	2 136	2 132	342	523
	Per cent in age group	95,5	95,3	95,4	95,4	95,2	15,3	23,3
7–14 yrs	Number	8 828	8 822	8 821	8 818	8 803	1 533	2 192
	Per cent in age group	98,0	98,0	98,0	97,9	97,8	17,0	24,3
15–19 yrs	Number	4 096	4 078	4 108	4 084	4 078	1 183	1 280
	Per cent in age group	86,7	86,4	87,0	86,5	86,4	25,1	27,1
20–25 yrs	Number	3 667	3 630	3 673	3 588	3 611	2 161	2 138
	Per cent in age group	61,6	61,0	61,7	60,3	60,7	36,3	35,9
26–40 yrs	Number	10 411	10 242	10 309	10 095	10 210	6 280	5 942
	Per cent in age group	67,1	66,0	66,5	65,1	65,8	40,5	38,3
41–54 yrs	Number	5 874	5 779	5 798	5 717	5 743	3 262	3 392
	Per cent in age group	69,1	68,0	68,2	67,3	67,6	38,4	39,9
55 yrs and older	Number	3 409	3 236	3 365	3 291	3 305	2 450	3 172
	Per cent in age group	44,7	42,5	44,2	43,2	43,4	32,1	41,6
Total	**Total**	**40 893**	**40 394**	**40 664**	**40 177**	**40 334**	**17 847**	**19 614**
	Per cent of all travellers	**69,0**	**68,1**	**68,6**	**67,8**	**68,0**	**30,1**	**33,1**

The totals used to calculate percentages excluded unspecified cases.

Table 2.3 provides information about days of the week when persons usually travel by age group and sex. Analysis by sex shows that generally, males were more likely to travel than females. The only day of the week when females were more likely to travel than males was on Sundays when 34,0% of females travelled compared to 32,1% of males who travelled.

Children of school-going age (the 5–6 and 7–14 year age groups) were the most likely to find themselves on the road (about 96% to 98%) on weekdays, whilst the 15–19 year old age group were the second most likely group (about 87%) to travel during these periods.

The 26–40 and 41–54 year age groups were the most likely to find themselves on the road (about 38,0% to 41,0%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–54 year age group. Travelling patterns for this age group were 32,1% for Saturdays and 41,6% for Sundays.

[3]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 province, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not need to travel	Number	1 055	975	125	282	1 900	290	1 349	484	334	6 794
	Per cent	57,5	49,5	45,6	41,9	50,9	32,4	49,8	42,9	34,6	47,9
Too old/young to travel	Number	210	385	82	152	799	233	624	300	316	3 102
	Per cent	11,5	19,6	30,2	22,5	21,4	26,1	23,0	26,6	32,8	21,9
Financial reasons/too expensive	Number	135	181	6	72	471	73	206	142	88	1 374
	Per cent	7,3	9,2	2,2	10,7	12,6	8,1	7,6	12,5	9,1	9,7
No particular reason	Number	82	107	12	47	134	116	150	41	63	751
	Per cent	4,5	5,4	4,2	7,0	3,6	13,0	5,5	3,6	6,5	5,3
Not well enough to travel/sick	Number	89	127	14	43	141	56	123	44	52	688
	Per cent	4,8	6,5	5,2	6,4	3,8	6,2	4,5	3,9	5,4	4,9
Taking care of children/sick/ elderly relative	Number	131	72	19	36	101	68	98	34	50	608
	Per cent	7,1	3,7	6,9	5,3	2,7	7,6	3,6	3,0	5,2	4,3
Disabled: unable to leave the house/transport inaccessible	Number	45	45	6	11	59	13	27	16	20	242
	Per cent	2,4	2,3	2,1	1,7	1,6	1,4	1,0	1,4	2,1	1,7
Other	Number	90	77	10	30	129	46	133	69	41	625
	Per cent	4,9	3,9	3,6	4,5	3,5	5,2	4,9	6,1	4,3	4,4
Total	**Number**	**1 836**	**1 970**	**273**	**673**	**3 734**	**894**	**2 709**	**1 129**	**965**	**14 184**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within provinces.
Only one response was possible per person.
Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.

About 48% of household members said they had ‘no need to travel’ (47,9%) when asked why they did not travel in the seven days preceding the survey. This reason was more likely to be cited in Western Cape (57,5%), KwaZulu-Natal (50,9%) and Gauteng (49,8%).

The second most common reason was that they were 'too old/young to travel' at 21,9%, and this reason was most likely to be given in Limpopo (32,8%) and Northern Cape (30,2%). Financial reasons were the third most commonly mentioned reason, provided by 9,7% of persons at national level and as many as 12,6% and 12,5% of KwaZulu-Natal and Mpumalanga residents, respectively.

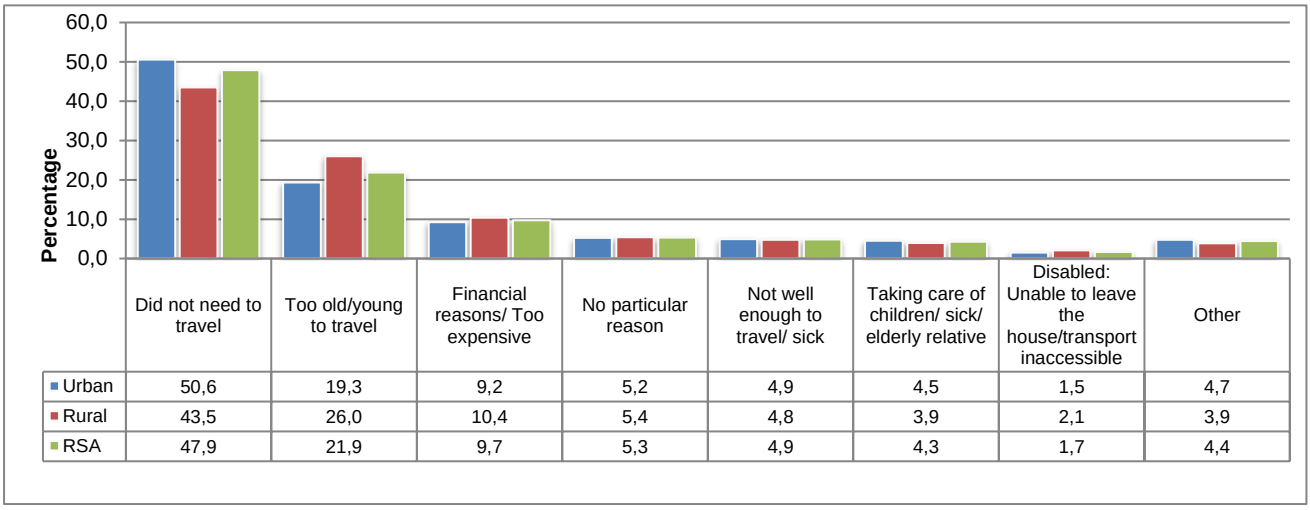
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								RSA
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	692	89	258	372	946	2 111	1 009	1 316	6 794
	Per cent	22,0	55,3	64,2	62,2	57,7	58,5	55,4	47,0	47,9
Too old/young to travel	Number	2 335	54	38	5	3	3	12	654	3 102
	Per cent	74,2	33,4	9,5	0,8	0,2	0,1	0,6	23,4	21,9
Financial reasons/Too expensive	Number	31	5	31	79	285	593	228	121	1 374
	Per cent	1,0	2,9	7,8	13,3	17,4	16,4	12,5	4,3	9,7
No particular reason	Number	41	4	24	52	132	262	124	112	751
	Per cent	1,3	2,3	6,1	8,7	8,0	7,3	6,8	4,0	5,3
Not well enough to travel/sick	Number	9	1	14	20	46	123	136	339	688
	Per cent	0,3	0,8	3,4	3,3	2,8	3,4	7,5	12,1	4,9
Taking care of children/ sick/elderly relative	Number	*	*	*	24	93	275	126	86	608
	Per cent	*	*	*	4,0	5,7	7,6	6,9	3,1	4,3
Disabled: unable to leave the house/ transport inaccessible	Number	1	3	12	12	28	56	57	73	242
	Per cent	0,2	2,1	3,0	2,0	1,7	1,5	3,1	2,6	1,7
Other	Number	36	5	24	34	107	189	131	100	625
	Per cent	1,1	2,8	6,1	5,8	6,5	5,2	7,2	3,6	4,4
Total	**Number**	**3 148**	**161**	**402**	**598**	**1 639**	**3 612**	**1 823**	**2 801**	**14 184**
	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 cell are too small to provide reliable estimates.

Table 2.5 summarises the main reasons for not travelling by age group, and it confirms the trends reported provincially. The 0–6 year age group and 55 years and older group were most likely to indicate that they did not travel because they were too young/old to travel. Financial reasons were more commonly cited in the 20–25- and 26-40 year old age groups than in other groups. Furthermore, persons aged 55 years and older tended to indicate they did not travel because they were not well enough to travel.

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



	Did not need to travel	Too old/young to travel	Financial reasons/ Too expensive	No particular reason	Not well enough to travel/ sick	Taking care of children/ sick/ elderly relative	Disabled: Unable to leave the house/transport inaccessible	Other
Urban	50,6	19,3	9,2	5,2	4,9	4,5	1,5	4,7
Rural	43,5	26,0	10,4	5,4	4,8	3,9	2,1	3,9
RSA	47,9	21,9	9,7	5,3	4,9	4,3	1,7	4,4

More than half (50,6%) 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 national percentage at 47,9%, as shown in Figure 2.4. Too young/old to travel and financial reasons were more commonly cited as reasons in rural areas than in urban areas.

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

Main purpose of trip	Statistics (numbers in thousands)	Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Educational institution	Number	1 556	2 123	262	797	3 384	985	3 628	1 116	1 521	15 373
	Per cent	33,2	48,6	28,3	38,9	49,4	35,6	30,7	33,4	31,0	36,8
Usual work place	Number	1 752	950	197	511	1 940	631	3 684	688	626	10 979
	Per cent	37,4	21,7	21,2	25,0	28,3	22,8	31,1	20,6	12,7	26,3
Shops	Number	659	407	249	391	500	508	1 809	498	983	6 003
	Per cent	14,1	9,3	26,8	19,1	7,3	18,4	15,3	14,9	20,0	14,4
Religious institutions	Number	128	251	41	63	219	118	864	518	933	3 135
	Per cent	2,7	5,7	4,4	3,1	3,2	4,3	7,3	15,5	19,0	7,5
Visiting friends/ relatives	Number	197	246	82	101	268	242	605	145	337	2 224
	Per cent	4,2	5,6	8,9	4,9	3,9	8,8	5,1	4,3	6,9	5,3
Looking for work	Number	77	112	35	55	177	80	389	222	147	1 295
	Per cent	1,7	2,6	3,8	2,7	2,6	2,9	3,3	6,7	3,0	3,1
Medical services	Number	79	91	19	36	151	53	245	50	103	826
	Per cent	1,7	2,1	2,1	1,7	2,2	1,9	2,1	1,5	2,1	2,0
Taking children to school	Number	132	52	11	52	63	40	258	42	38	688
	Per cent	2,8	1,2	1,2	2,5	0,9	1,4	2,2	1,3	0,8	1,6
Holiday/leisure	Number	40	15	846	3	12	9	45	12	65	202
	Per cent	0,9	0,4	0,1	0,2	0,2	0,3	0,4	0,4	1,3	0,5
Welfare offices	Number	8	15	4	2	31	6	18	8	16	109
	Per cent	0,2	0,4	0,5	0,1	0,5	0,2	0,2	0,2	0,3	0,3
Other (specify)	Number	52	109	26	36	111	92	288	39	140	893
	Per cent	1,1	2,5	2,8	1,8	1,6	3,3	2,4	1,2	2,8	2,1
Total	**Number**	**4 680**	**4 372**	**927**	**2 047**	**6 858**	**2 765**	**11 833**	**3 338**	**4 908**	**41 727**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within provinces.
Totals exclude unspecified cases.

Table 2.6 shows the main purpose of travelling by household members in the seven days preceding the survey period, by province. Nationally, travelling to an educational institution was the primary purpose of undertaking a trip by household members. KwaZulu-Natal (49,4%) and Eastern Cape (48,6%) had the highest proportions of persons who cited travelling to an educational institution as their primary purpose for travel.

The results further show that trips to the usual workplace were the second most common purpose for household members to travel. These trips were most predominated in Western Cape (37,4%), Gauteng (31,1%), and KwaZulu-Natal (28,3%). Also, these proportions were much higher than the national proportion of 26,3%.

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

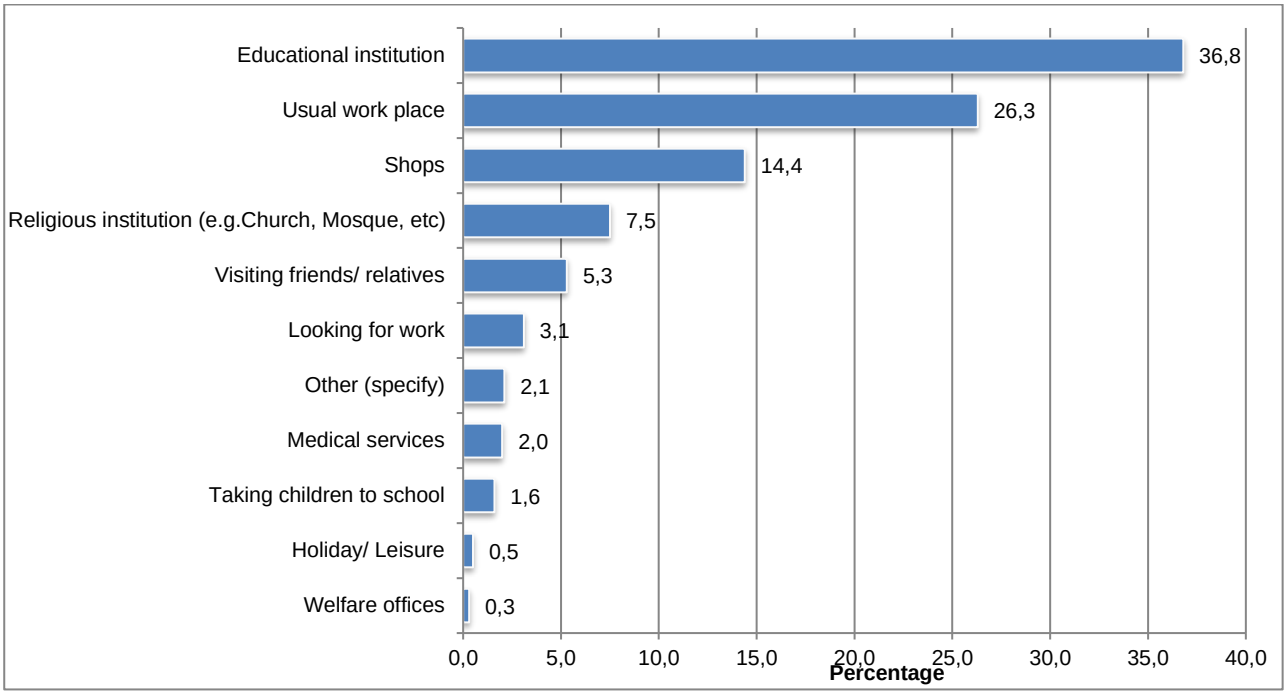


Figure 2.5 shows that, nationally, the main purposes of travelling were going to an educational institution, travelling to work, visiting the shops or attending a religious institution. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking 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	17 747	90,2	5,7	4,1	**100,0**
Non-metro	23 977	92,2	5,0	2,8	**100,0**
Urban	27 329	90,7	5,7	3,6	**100,0**
Rural	14 395	92,6	4,6	2,9	**100,0**
RSA	**41 724**	**91,4**	**5,3**	**3,3**	**100,0**

Totals exclude unspecified cases.
Percentages calculated within geographical location.

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

Table 2.7 shows that the majority (91,4%) of South Africans undertook one trip in the seven days prior to the interview, followed by those who undertook two trips (5,3%) and those who undertook three trips (3,3%). The highest proportion of individuals who undertook two trips were located in metropolitan and urban areas (both at 5,7%). Persons in metropolitan areas were most likely to undertake over three trips (4,1%) in a week. This percentage is much higher than the national proportion of 3,3%.

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

Mode of travel		Statistics (numbers in thousands)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	74	12	*	*	32	*	181	4	*	**305**
		Per cent	1,6	0,3	*	*	0,5	*	1,5	0,1	*	**0,7**
	Bus	Number	242	117	38	72	351	125	430	294	217	**1 886**
		Per cent	5,2	2,7	4,1	3,5	5,1	4,5	3,6	8,8	4,4	**4,5**
	Taxi	Number	968	1 011	123	382	1 848	585	3 780	775	1 240	**10 712**
		Per cent	20,7	23,1	13,2	18,7	27,0	21,2	31,9	23,2	25,3	**25,7**
Private transport	Car/truck driver	Number	1 080	460	136	282	828	289	2 424	332	373	**6 204**
		Per cent	23,1	10,5	14,7	13,8	12,1	10,5	20,5	10,0	7,6	**14,9**
	Car/truck passenger	Number	783	450	113	168	901	244	1 268	272	380	**4 579**
		Per cent	16,7	10,3	12,2	8,2	13,1	8,8	10,7	8,1	7,7	**11,0**
Walking all the way		Number	1 473	2 282	500	1 123	2 807	1 442	3 489	1 630	2 664	**17 409**
		Per cent	31,5	52,2	53,9	54,9	40,9	52,2	29,5	48,8	54,3	**41,7**
Other		Number	59	40	19	19	91	78	259	32	32	**630**
		Per cent	1,3	0,9	2,0	0,9	1,3	2,8	2,2	0,9	0,7	**1,5**
Total		**Number**	**4 679**	**4 372**	**927**	**2 047**	**6 858**	**2 764**	**11 832**	**3 338**	**4 908**	**41 726**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.8 indicates that in South Africa, 'walking all the way' was the main mode of travel used by household members to reach their destination. A little more than 17,4 million South Africans walked all the way to their destination, followed by 10,7 million individuals who made use of a taxi and 6,2 million who used a car/truck as the driver of such vehicle.

Trains were the least used mode of travel by household members, except for Western Cape (1,6%) and Gauteng (1,5%), where more than one per cent of household members used this mode of transport.

2.2 Summary

The majority of persons who undertook trips during the seven days prior to the interview lived in Gauteng, and the least number of persons who undertook trips were recorded in Northern Cape. Approximately 77,0% of persons who undertook trips seven days prior to the interview were located in metropolitan areas and urban areas, while 74,3% were found in the rural areas.

Nationally, males (50,4%) were more likely to undertake trips than females (49,6%); however, the variation was not significant. The age group 26–40 years was more likely to travel, and Gauteng province had the highest proportions than any other provinces.

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 38,0% to 41,0%) on weekends.

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

3. Education and education-related travel patterns

3.1 Introduction

People travel from their usual place of residence to attend an educational institution. Some educational institutions are situated in 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 province, 2020

Indicator	Statistics (numbers in thousands)	Province									RSA
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Type of institution											
Pre-school	Number	165	196	35	128	252	142	530	133	241	**1 822**
	Per cent	9,6	8,4	10,0	13,4	6,7	11,6	11,8	9,1	10,8	**9,8**
School	Number	1 362	2 019	292	730	3 217	980	3 089	1 231	1 824	**14 744**
	Per cent	79,2	86,1	83,6	76,8	85,8	80,1	68,9	84,2	81,8	**79,6**
ABET and literacy classes	Number	7	6	2	7	7	9	36	8	8	**90**
	Per cent	0,4	0,3	0,7	0,7	0,2	0,7	0,8	0,5	0,4	**0,5**
Higher educational institution	Number	93	65	6	45	161	35	457	39	70	**972**
	Per cent	5,4	2,8	1,7	4,7	4,3	2,9	10,2	2,7	3,2	**5,2**
FET & other colleges	Number	89	51	13	40	103	51	324	47	80	**799**
	Per cent	5,2	2,2	3,7	4,3	2,7	4,2	7,2	3,2	3,6	**4,3**
Other	Number	4	7	1	1	8	6	48	4	6	**86**
	Per cent	0,3	0,3	0,3	0,1	0,2	0,5	1,1	0,3	0,3	**0,5**
Total	**Number**	**1 720**	**2 346**	**349**	**951**	**3 748**	**1 223**	**4 484**	**1 462**	**2 230**	**18 513**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location											
Urban	Number	1 671	967	267	809	1 404	595	4 373	569	356	**11 011**
	Per cent	97,1	41,2	76,6	85,1	37,4	48,6	97,5	38,9	16,0	**59,5**
Rural	Number	49	1 379	81	142	2 344	628	111	893	1 874	**7 501**
	Per cent	2,9	58,8	23,4	14,9	62,6	51,4	2,5	61,1	84,0	**40,5**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	534	448	66	237	594	290	1 497	347	401	**4 415**
	Per cent	31,1	19,1	19,0	24,9	15,8	23,7	33,4	23,7	18,0	**23,8**
Quintile 2	Number	225	522	54	197	658	235	534	306	474	**3 206**
	Per cent	13,1	22,3	15,5	20,8	17,6	19,2	11,9	20,9	21,3	**17,3**
Quintile 3	Number	154	522	54	145	664	225	498	265	439	**2 966**
	Per cent	9,0	22,3	15,4	15,3	17,7	18,4	11,1	18,1	19,7	**16,0**
Quintile 4	Number	265	486	72	165	805	206	692	244	447	**3 381**
	Per cent	15,4	20,7	20,6	17,4	21,5	16,8	15,4	16,7	20,1	**18,3**
Quintile 5 (highest income quintile)	Number	542	368	103	206	1 028	267	1 262	301	468	**4 545**
	Per cent	31,5	15,7	29,5	21,7	27,4	21,8	28,2	20,6	21	**24,5**

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

Table 3.1 indicates the number and percentages of people attending an educational institution, type of educational institution attended, geographic location, and household income quintiles by province. The results show that most learners in the country attended school (79,6%), followed by those who attended pre-school (9,8%). Higher educational institutions were attended by 5,2% of all learners.

It is also evident that the residents of urban areas (59,5%) were more likely to attend an educational institution than those in rural areas (40,5%). The table further shows that persons in the lowest income quintile and the highest income quintile were more likely to attend an educational institution.

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

Indicator	Statistics (numbers in thousands)	Mode of travel							RSA
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	16	821	1 932	195	1 922	8 891	331	**14 108**
	Per cent	0,1	5,8	13,7	1,4	13,6	63,0	2,3	**100,0**
Disabled scholars	Number	*	16	48	1	31	183	8	**287**
	Per cent	*	5,7	16,6	0,5	10,6	63,8	2,7	**100,0**
Geographic location									
Urban	Number	16,0	480	1 216	168	1 410	4 358	243	**7 890**
	Per cent	0,2	6,1	15,4	2,1	17,9	55,2	3,1	**100,0**
Rural	Number	*	342	716	26	512	4 533	88	**6 218**
	Per cent	*	5,5	11,5	0,4	8,2	72,9	1,4	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	3	172	509	81	637	1 634	109	**3 144**
	Per cent	0,1	5,5	16,2	2,6	20,3	52,0	3,5	**100,0**
Quintile 2	Number	*	143	299	20	209	1 914	39	**2 624**
	Per cent	*	5,4	11,4	0,8	7,9	72,9	1,5	**100,0**
Quintile 3	Number	4	127	272	6	179	1 707	36	**2 330**
	Per cent	0,2	5,5	11,7	0,2	7,7	73,2	1,6	**100,0**
Quintile 4	Number	*	133	280	12	195	1 906	51	**2 578**
	Per cent	*	5,2	10,9	0,5	7,6	73,9	2,0	**100,0**
Quintile 5 (highest income quintile)	Number	8	246	572	77	702	1 730	95	**3 431**
	Per cent	0,2	7,2	16,7	2,2	20,5	50,4	2,8	**100,0**

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

Table 3.2 displays information on the disability status, geographic location and household income quintiles for those attending school by main mode of travel. The results show that 'walking all the way' was the primary method used by scholars to reach their school (63,0%). This pattern is also true for disabled scholars (63,8%). Travelling by taxi (13,7%) was the second most used mode of travel by scholars, followed by travelling by car/truck as a passenger (13,6%). Similarly, disabled scholars indicated taxis (16,6%) as their second most used travel mode, followed by travelling by car/truck as a passenger (10,6%).

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 (17,9%) 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 taxis (11,5%), followed by travelling by car/truck as a passenger (8,2%).

The majority of scholars from households within all five income quintiles walked all the way to their educational institution, and scholars from households within the highest income quintile mentioned travelling by car/truck as a passenger as the second most used mode of travel (20,5%).

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

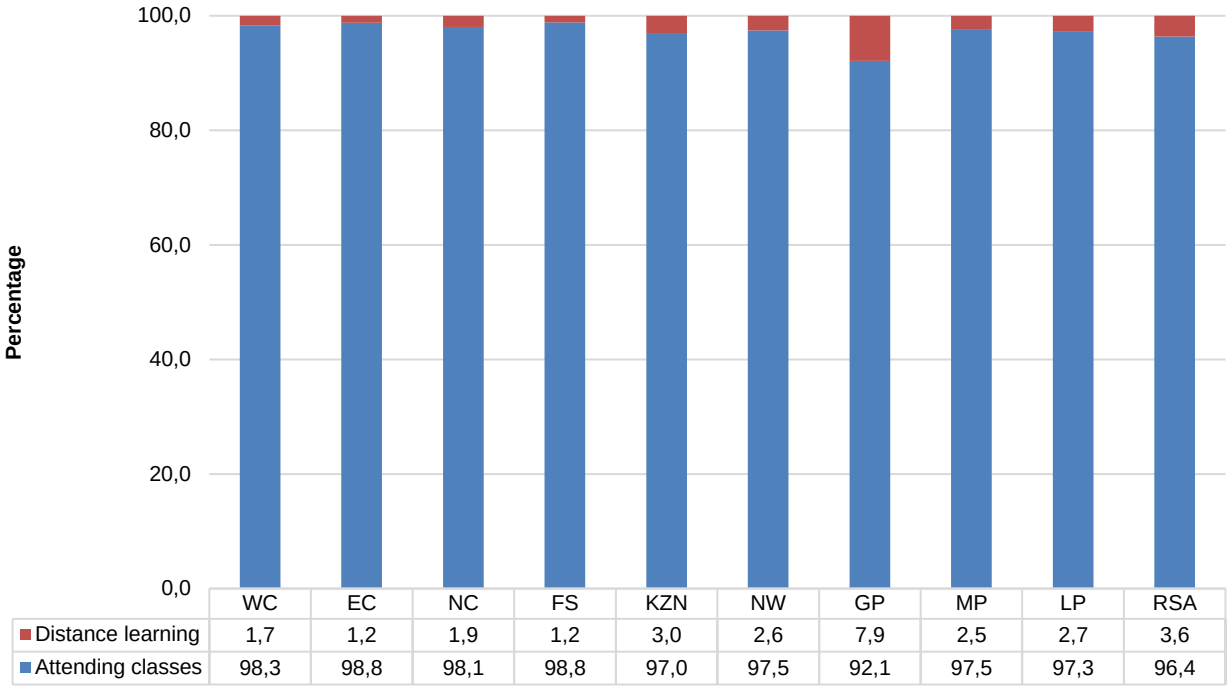
Province	Statistic (numbers in thousands)	2013			2020		
		Learners who completed the question	Attending classes	Distance learning	Learners who completed the question	Attending classes	Distance learning
Western Cape	Number	1 724	1 682	42	1 720	1 691	30
	Per cent	9,8	9,9	6,9	9,3	9,5	4,4
Eastern Cape	Number	2 510	2 470	40	2 346	2 318	28
	Per cent	14,2	14,5	6,6	12,7	13,0	4,2
Northern Cape	Number	359	350	9	349	342	7
	Per cent	2,0	2,1	1,4	1,9	1,9	1,0
Free State	Number	947	930	17	951	940	11
	Per cent	5,4	5,5	2,8	5,1	5,3	1,7
KwaZulu-Natal	Number	3 687	3 605	81	3 748	3 635	113
	Per cent	20,9	21,2	13,3	20,2	20,4	16,9
North West	Number	1 134	1 103	31	1 223	1 192	31
	Per cent	6,4	6,5	5,2	6,6	6,7	4,7
Gauteng	Number	3 614	3 336	279	4 484	4 132	352
	Per cent	20,5	19,6	45,7	24,2	23,2	52,8
Mpumalanga	Number	1 441	1 402	39	1 462	1 426	36
	Per cent	8,2	8,2	6,4	7,9	8,0	5,4
Limpopo	Number	2 233	2 162	71	2 230	2 170	59
	Per cent	12,7	12,7	11,6	12,0	12,2	8,9
RSA	**Number**	**17 650**	**17 040**	**610**	**18 513**	**17 845**	**668**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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

In 2020, of the 18,5 million learners who completed the question, about 17,8 million attended classes and 0,6 million learned through distance learning. The highest proportion of learners attending classes (23,2%) and distance learning (52,8%) tend to live in Gauteng. KwaZulu-Natal and Limpopo also had significant percentages of distance learners with 16,9% and 8,9%, respectively. The province with the lowest proportion of distance learners was Northern Cape with 1,0%.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Distance learning	1,7	1,2	1,9	1,2	3,0	2,6	7,9	2,5	2,7	3,6
Attending classes	98,3	98,8	98,1	98,8	97,0	97,5	92,1	97,5	97,3	96,4

Figure 3.1 indicates that nationally, the vast majority of learners studied on-site (96,4%) rather than through distance learning (3,6%). This is also the case across the provinces, as most learners prefer attending classes instead of distance learning. Gauteng (7,9%) had the highest percentage of learners engaged in distance learning compared to other provinces.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in thousands)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Pre-school	1–4	Number	2	5	0	*	4	*	6	3	1	**23**
		Per cent	1,0	2,3	1,2	*	1,8	*	1,1	2,4	0,4	**1,3**
	5	Number	163	191	34	126	246	142	518	127	239	**1 784**
		Per cent	99,0	97,7	98,2	98,1	97,9	99,9	98,1	96,7	99,6	**98,3**
	6–7	Number	*	*	*	*	*	*	*	*	*	**
		Per cent	*	*	*	*	*	*	*	*	*	**
School	1–4	Number	11	21	1	8	50	6	24	12	18	**149**
		Per cent	0,8	1,0	0,2	1,1	1,6	0,6	0,8	1,0	1,0	**1,0**
	5	Number	1 315	1 955	288	700	3 115	956	2 963	1 165	1 705	**14 162**
		Per cent	99,2	97,2	99,2	96,5	97,2	97,8	96,5	95,1	94,1	**96,7**
	6–7	Number	*	36	2	17	41	16	83	48	90	**333**
		Per cent	*	1,8	0,5	2,4	1,3	1,6	2,7	4,0	4,9	**2,3**
Higher education institutions	1–4	Number	15	13	*	9	40	11	135	16	13	**253**
		Per cent	16,8	24,0	*	20,8	34,5	41,1	41,7	50,0	26,0	**34,3**
	5	Number	56	41	3	31	73	13	182	15	35	**449**
		Per cent	64,3	73,2	77,6	75,1	62,4	49,7	56,4	46,0	67,7	**60,8**
	6–7	Number	16	2	*	2	4	2	6	*	3	**37**
		Per cent	18,9	2,9	*	4,1	3,1	9,2	1,9	*	6,2	**5,0**
Other institutions	1–4	Number	17	13	3	13	24	18	124	12	16	**239**
		Per cent	18,4	21,9	21,2	28,5	22,4	29,0	32,8	22,4	17,4	**26,6**
	5	Number	72	44	12	32	83	43	246	40	71	**642**
		Per cent	79,5	77	78,8	68,9	77,5	69,7	65,2	73,6	79,4	**71,5**
	6–7	Number	2	1	*	1	*	*	7	2	3	**17**
		Per cent	2,1	1,1	*	2,5	*	*	1,9	4,0	3,2	**1,9**
All institutions	1–4	Number	44	51	5	32	119	35	288	43	48	**664**
		Per cent	2,6	2,2	1,4	3,4	3,2	2,9	6,7	3,0	2,2	**3,7**
	5	Number	1 606	2 231	336	889	3 517	1 153	3 909	1 347	2 050	**17 038**
		Per cent	96,3	96,1	98,0	94,4	95,5	95,5	91,0	93,3	93,5	**94,2**
	6–7	Number	19	38	2	20	46	19	100	53	96	**393**
		Per cent	1,1	1,6	0,5	2,2	1,2	1,6	2,3	3,7	4,4	**2,2**
Unspecified		Number	52	25	6	10	67	16	187	19	36	**418**
Total		**Number**	**1 721**	**2 345**	**349**	**951**	**3 749**	**1 223**	**4 484**	**1 462**	**2 230**	**18 513**

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

Table 3.4 illustrates the number of days that learners travelled to an educational institution. Across all educational institutions, most learners travelled for 5 days in a week. Only a small proportion of students travelled for 6–7 days a week. This pattern of attendance is shown across all educational institutions. However, of all the students, pre-school scholars were the least likely to travel to their respective educational institutions for 6–7 days per week.

In Mpumalanga, 50,0% of learners who attended a higher educational institution travelled to their educational institution for 1–4 days in a week and 46,0% travelled for 5 days in a week. However, different patterns were observed in other provinces. Learners were most likely to travel to their educational institution for 5 days per week.

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

Mode of travel		Statistics ('000)	Province (per cent within province)									RSA
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Public transport	Train	Number	15	3	*	*	2	*	17	*	*	**37**
		Per cent	0,9	0,1	*	*	0,1	*	0,4	*	*	**0,2**
	Bus	Number	101	79	25	29	213	72	284	85	111	**998**
		Per cent	6,3	3,6	7,5	3,2	6,2	6,3	7,1	6,3	5,2	**5,9**
	Taxi	Number	219	328	34	136	454	193	864	184	301	**2 713**
		Per cent	13,7	15,1	10,3	15,2	13,3	16,8	21,6	13,5	14,2	**15,9**
Private transport	Car/truck driver	Number	108	32	4	15	52	15	111	29	15	**382**
		Per cent	6,8	1,5	1,2	1,7	1,5	1,3	2,8	2,1	0,7	**2,2**
	Car/truck passenger	Number	291	242	40	82	571	129	743	100	191	**2 388**
		Per cent	18,2	11,1	12,2	9,1	16,7	11,2	18,6	7,4	9,0	**14,0**
Walking all the way		Number	851	1 475	212	626	2 052	690	1 792	941	1 480	**10 121**
		Per cent	53,3	67,6	64,2	69,9	60,0	60,2	44,8	69,4	69,9	**59,4**
Other		Number	13	23	15	7	74	48	188	17	20	**404**
		Per cent	0,8	1,0	4,5	0,8	2,2	4,1	4,7	1,2	0,9	**2,4**
Total		**Number**	**1 598**	**2 182**	**331**	**896**	**3 419**	**1 146**	**4 000**	**1 355**	**2 117**	**17 044**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

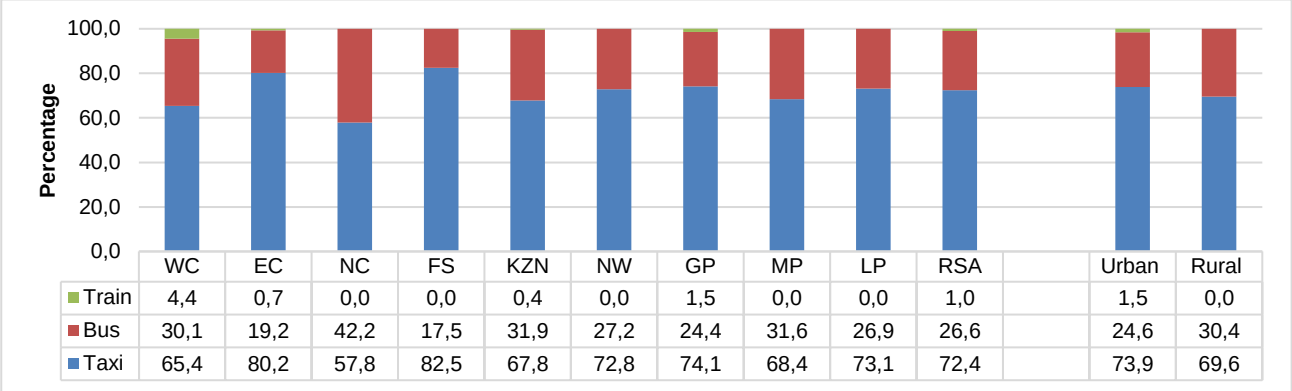
Unspecified modes of transport were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within provinces.

It is evident from Table 3.5 that 'walking all the way' was the primary method used by learners to reach their educational institution in all nine provinces. Of the 17,0 million learners who attended an educational institution, more than half (about 10,1 million) walked all the way. About 2,7 million learners made use of a taxi to travel to their educational institution.

Travelling by car/truck as a passenger was mainly used by learners in Gauteng, Western Cape and KwaZulu-Natal. The use of trains was relatively uncommon, except for Western Cape (0,9%) and Gauteng (0,4%), where less than one per cent of learners used this mode of travel.

Of those who used private transport, most learners were passengers (2,4 million) in a car/truck rather than drivers (0,4 million). Taxis (15,9%) were the second most used mode of travel after walking all the way, and this was particularly the case in Gauteng (21,6%) and North West (16,8%). Nationally, buses were only the fourth most used mode of transport.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA		Urban	Rural
Train	4,4	0,7	0,0	0,0	0,4	0,0	1,5	0,0	0,0	1,0		1,5	0,0
Bus	30,1	19,2	42,2	17,5	31,9	27,2	24,4	31,6	26,9	26,6		24,6	30,4
Taxi	65,4	80,2	57,8	82,5	67,8	72,8	74,1	68,4	73,1	72,4		73,9	69,6

Individuals who attended an educational institution and who used public transport were most likely to use a taxi (72,4%) as their mode of transport. More than one-quarter (26,6%) of the respondents travelled by bus, and 1,0% travelled by train. Within provinces, the public transport modes that dominated remained taxis and buses. In Western Cape, trains played a more prominent role than anywhere else (4,4%). A little more than 65% (65,4%) of learners who used public transport in this province travelled by taxi, and 30,1% travelled by bus.

Figure 3.2 further shows that learners who attended an educational institution and travelled by taxi were most likely to live in urban areas (73,9%). In rural areas, the second most used modes of travel, after taxis was buses.

Table 3.6: School-going learners' main mode of travel to an educational institution by province, 2020

Mode of travel		Statistics (numbers in thousands)	Province (per cent within province)									RSA
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Public transport	Train	Number	10	1	*	*	1	*	4	*	*	**16**
		Per cent	60,0	8,8	*	*	3,7	*	27,5	*	*	**100,0**
	Bus	Number	65	75	24	21	191	65	229	66	85	**821**
		Per cent	8,0	9,1	2,9	2,6	23,2	7,9	27,9	8,1	10,3	**100,0**
	Taxi	Number	148	265	24	91	365	136	545	141	218	**1 932**
		Per cent	7,7	13,7	1,2	4,7	18,9	7,0	28,2	7,3	11,3	**100,0**
Private transport	Car/truck driver	Number	66	19	3	4	32	3	44	17	6	**195**
		Per cent	34,1	9,8	1,3	2,0	16,7	1,6	22,8	8,7	3,1	**100,0**
	Car/truck passenger	Number	257	205	33	59	485	93	578	79	133	**1 922**
		Per cent	13,4	10,7	1,7	3,1	25,2	4,8	30,1	4,1	6,9	**100,0**
Walking all the way		Number	743	1 333	188	524	1 899	611	1 443	849	1301	**8 891**
		Per cent	8,4	15,0	2,1	5,9	21,4	6,9	16,2	9,5	14,6	**100,0**
Other		Number	10	20	12	6	63	36	153	15	17	**331**
		Per cent	3,1	6,0	3,6	1,7	18,9	10,9	46,1	4,6	5,1	**100,0**
Total		**Number**	**1 300**	**1 917**	**283**	**705**	**3 035**	**944**	**2 996**	**1 167**	**1 760**	**14 108**
		Per cent	**9,2**	**13,6**	**2,0**	**5,0**	**21,5**	**6,7**	**21,2**	**8,3**	**12,5**	**100,0**

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

Table 3.6 shows the different modes of transport used by school-going learners to travel to their educational institution by province. Scholars travelling by train were more likely to be located in Western Cape (60,0%) and Gauteng (27,5%). Taxis were used more by Gauteng scholars (28,2%), and KwaZulu-Natal (18,9%) than

elsewhere. In terms of buses, about 28% (27,9%) of scholars who travelled by bus were found in Gauteng, followed by 23,2% in KwaZulu-Natal, 10,3% in Limpopo and 9,1% in Eastern Cape.

Of all the scholars walking all the way to school in the country, KwaZulu-Natal (21,4%), Gauteng (16,2%), Eastern Cape (15,0%) and Limpopo (14,6%) recorded the largest contribution.

Most scholars travelling by car/bakkie as a passenger resided in Gauteng (30,1%), KwaZulu-Natal (25,2%) and Western Cape (13,4%). Scholars driving themselves to school primarily lived in the Western Cape (34,1%), Gauteng (22,8%), KwaZulu-Natal (16,7%) and Eastern Cape (9,8%).

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					RSA
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Train	Number	*	16	11	8	*	**37**
		Per cent	*	0,1	2,3	1,8	*	**0,2**
	Bus	Number	31	821	67	52	26	**998**
		Per cent	1,8	5,8	13,4	12,3	9,8	**5,9**
	Taxi	Number	291	1 932	158	214	119	**2 713**
		Per cent	16,7	13,7	31,5	50,4	44,0	**15,9**
Private transport	Car/truck driver	Number	34	195	121	14	18	**382**
		Per cent	1,9	1,4	24,1	3,4	6,7	**2,2**
	Car/truck passenger	Number	360	1 922	65	26	16	**2 388**
		Per cent	20,7	13,6	12,9	6,1	5,8	**14,0**
Walking all the way		Number	975	8 891	68	104	83	**10 121**
		Per cent	56,0	63,0	13,6	24,6	30,8	**59,4**
Other		Number	50	331	11	6	6	**404**
		Per cent	2,9	2,3	2,2	1,5	2,1	**2,4**
Total		**Number**	**1 741**	**14 108**	**500**	**424**	**271**	**17 044**
		Per cent	**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.
Unspecified types of institutions were excluded from the total for the calculation of percentages.
Percentages calculated within educational institution.

Of the 10,1 million learners who walked all the way to their educational institution, most attended school (8,9 million), followed by those attending pre-school (1,0 million). Table 3.7 further shows that 13,7% of scholars travelled by taxi, while 13,6% travelled by car/truck as a passenger.

Five out of ten (56%) of pre-school learners walked all the way to their educational institution, and 20,7% were travelling as a passenger in a car/truck.

Learners who attended a higher educational institution were most likely to travel by taxi (31,5%), or driving themselves by car/truck (24,1%). Trains were the least common mode of travel used by learners in general. Despite this, some of the learners who attended a higher educational institution (2,3%) and TVET college (1,8%) travelled by train.

Map 3.1: Main mode of travel used to educational institution by type of educational institution, 2020

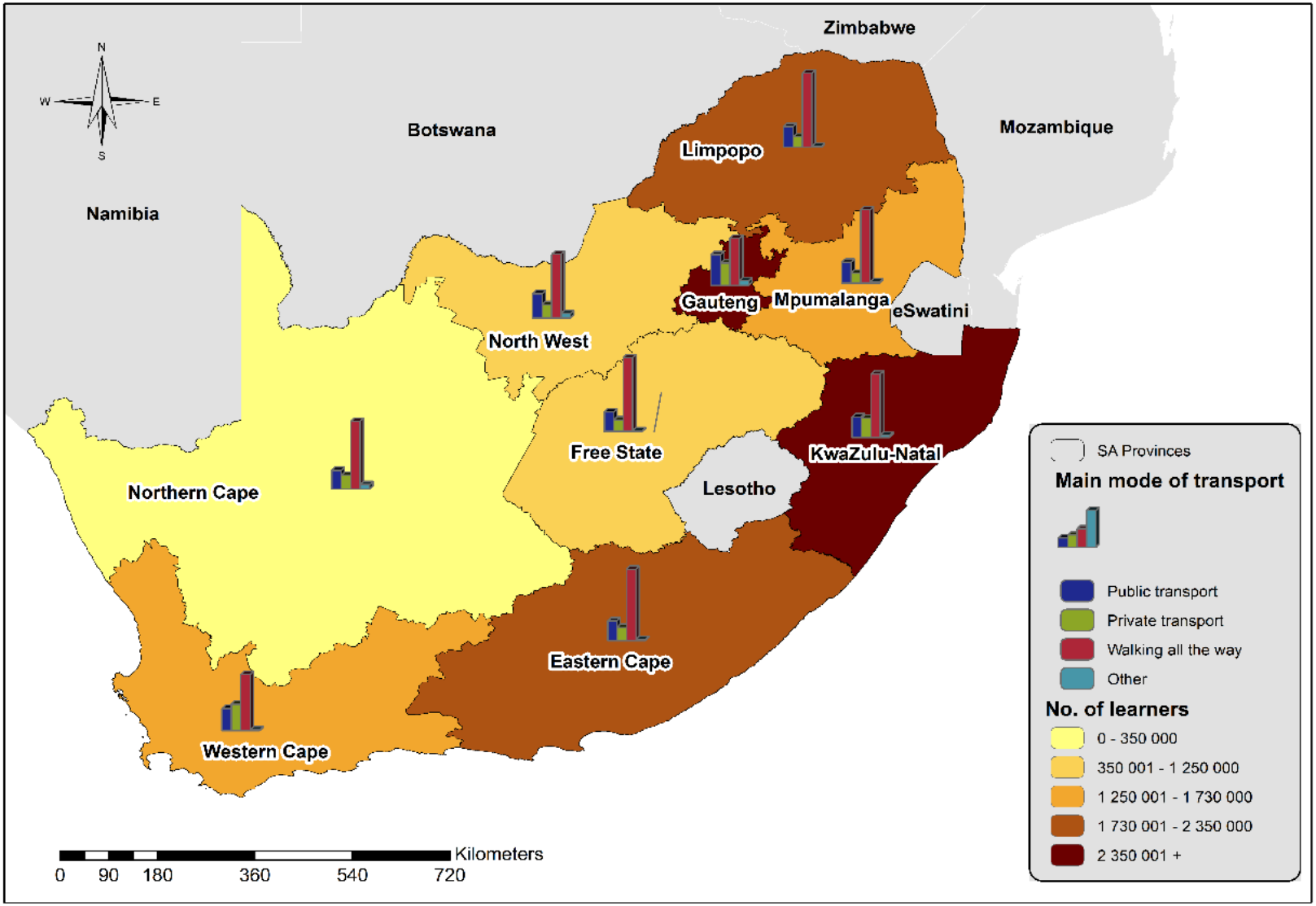


Table 3.8: Leaners who walked, cycled, drove or hitchhiked all the way to educational institution, by province, 2020

Province	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province
Western Cape	851	8,4	53,3	5	29,8	0,6	105	33,3	25,1	*	*	*
Eastern Cape	1 475	14,6	67,6	1	6,4	0,1	20	6,4	9,9	12	32,3	5,6
Northern Cape	212	2,1	64,2	*	*	*	3	1,0	7,0	1	2,3	1,8
Free State	626	6,2	69,9	2	14,4	0,8	14	4,4	10,6	4	9,6	2,7
KwaZulu-Natal	2 052	20,3	60,0	2	14,4	0,2	39	12,5	10,2	4	11,6	1,1
North West	690	6,8	60,2	1	8,7	0,3	9	2,8	7,2	2	4,8	1,4
Gauteng	1 792	17,7	44,8	*	*	*	102	32,4	9,1	4	10,2	0,3
Mpumalanga	941	9,3	69,4	*	*	*	15	4,8	9,2	4	11,8	2,6
Limpopo	1 480	14,6	69,9	2	12,5	0,3	8	2,4	5,2	6	17,1	4,1
RSA	**10 121**	**100,0**	**59,4**	**16**	**100,0**	**0,2**	**315**	**100,0**	**11,5**	**37**	**100,0**	**1,3**
Geographic location												
Urban	5 154	50,9	51,6	11	73,2	0,2	292	92,8	12,2	16	43,6	0,7
Rural	4 967	49,1	70,4	4	26,8	0,2	23	7,2	6,8	21	56,4	5,9

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institution by province. In absolute numbers, 10,1 million learners walked all the way to their educational institution. Across provinces, the highest percentage of learners who walked to their educational institution was recorded in KwaZulu-Natal (20,3%), Gauteng (17,7%), followed by Eastern Cape and Limpopo (both at 14,6%). In contrast, exclusive cyclists were most likely to come from Western Cape (29,8%), followed by KwaZulu-Natal and Free State (both at 14,4%).

As many as 11,5% of all South African learners drove to their educational institution. Of these drivers, 33,3% were based in Western Cape, whilst 32,4% were located in Gauteng, and 12,5% lived in KwaZulu-Natal. Eastern Cape (32,3%) and Limpopo (17,1%) recorded the highest proportion of leaners who hitchhiked all the way to their educational destination.

The same picture emerges for the geographic location of learners who walked all the way to their educational institution. More than half of them (50,9%) were located in urban areas. Out of 16 000 learners who cycled to their educational institution, the highest proportion (73,2%) were from urban areas. Approximately twelve per cent (12,2%) of learners in urban areas drove to their educational institution, which represents 92,8% of all learners in the country who drove all the way.

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		RSA
		Urban	Rural	
Nearby/close enough to walk	Number	4 147	3 637	**7 784**
	Per cent	80,5	73,2	**76,9**
Public transport too expensive	Number	460	653	**1 113**
	Per cent	8,9	13,1	**11,0**
It was by choice	Number	390	218	**608**
	Per cent	7,6	4,4	**6,0**
No transport	Number	59	254	**313**
	Per cent	1,1	5,1	**3,1**
Public transport not available	Number	34	123	**156**
	Per cent	0,7	2,5	**1,5**
Health reasons/exercising	Number	22	13	**35**
	Per cent	0,4	0,3	**0,3**
No public transport available at specific times	Number	*	22	**23**
	Per cent	*	0,4	**0,2**
Public transport is not enough	Number	7	15	**22**
	Per cent	0,1	0,3	**0,2**
Other	Number	34	33	**67**
	Per cent	0,7	0,7	**0,7**
Total	**Number**	**5 154**	**4 967**	**10 121**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.9 displays the main reasons for walking all the way to an educational institution by geographic location. The results show that most learners in the country walked all the way to their educational institution because it is nearby/close enough to walk (76,9%). The second most common reason provided was that public transport was too expensive (11,0%). This reason was most likely to be given in rural areas (13,1%). Six per cent (6,0%) of learners indicated that it was their choice to walk all the way to their educational destination.

Slightly more than three per cent of learners cited no transport as the main reason for walking all the way to their educational institution. Although a little more than 6,0% of learners cited ‘no transport’ as the main reason for walking all the way to their educational institution, it is noticeable that rural learners were much more likely to indicate this as a reason than urban learners (5,1% compared to 1,1%).

Map 3.2: Number of scholars who walked all the way to their school per district, 2020

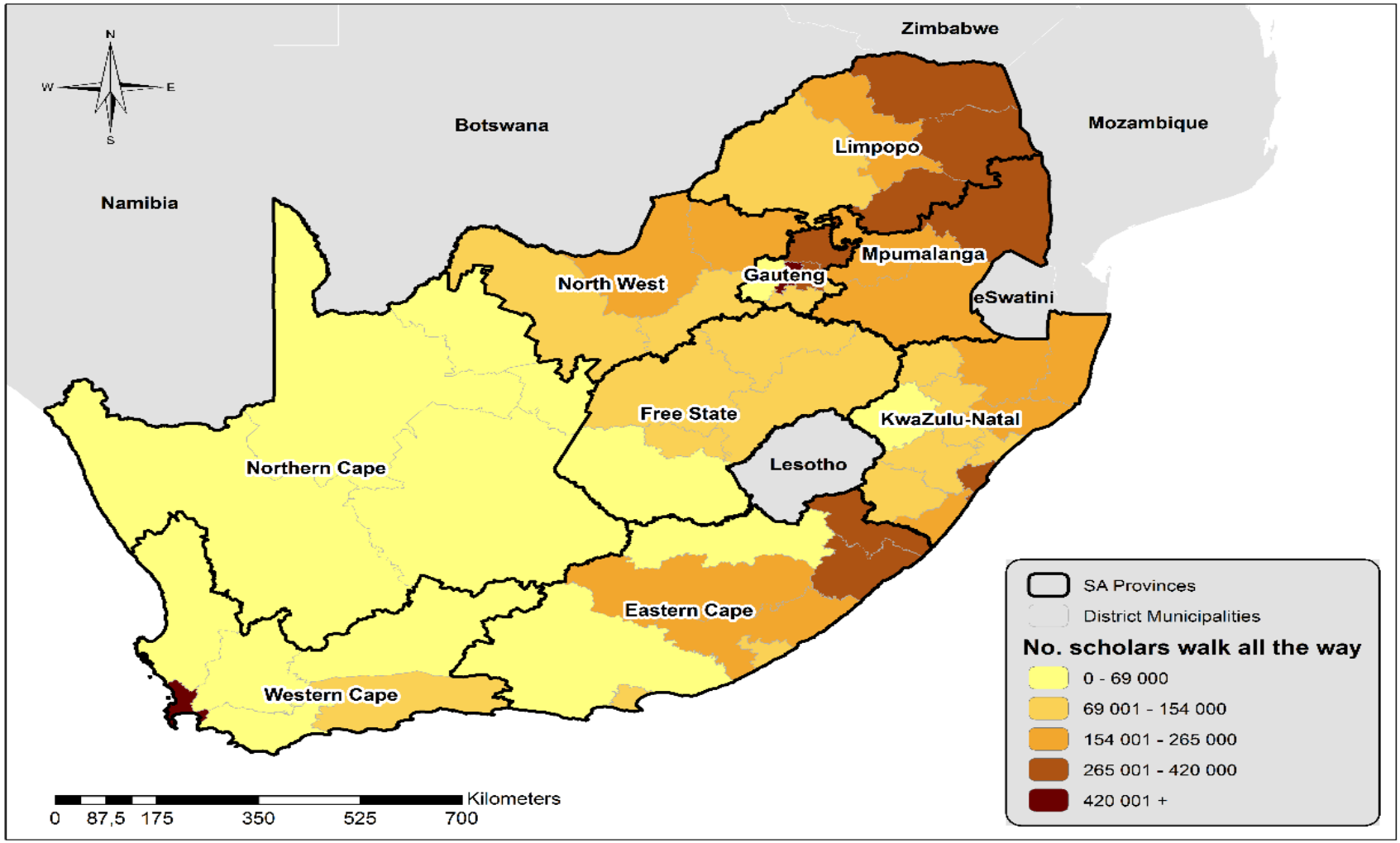


Table 3.10: Main reason for cycling all the way to an educational institution, 2020

Main reasons for cycling all the way	Statistics (numbers in thousands)	RSA
It was by choice	Number	**7**
	Per cent	**41,9**
Nearby/close enough to walk	Number	**4**
	Per cent	**24,5**
Public transport too expensive/not available/not enough	Number	**2**
	Per cent	**13,9**
Other	Number	**3**
	Per cent	**19,7**
Total	**Number**	**16**
	Per cent	**100,0**

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

The main reasons provided by learners for cycling all the way to their respective educational institutions are provided in Table 3.10. More than forty per cent (41,9%) said it was by choice that they cycled all the way to their educational destination, followed by those who cited that it is nearby/close enough to walk (24,5%), while 13,9% said that public transport is too expensive.

Table 3.11: Main reason for driving all the way to an educational institution, 2020

Main reason for driving all the way	Statistics (numbers in thousands)	RSA
While at an educational institution for educational purposes	Number	**20**
	Per cent	**43,7**
To pick up lift-club members	Number	**10**
	Per cent	**20,5**
To drop/pick up passengers on his/her way to an educational institution	Number	**9**
	Per cent	**19,4**
To drop/pick up passengers on his/her way back home	Number	**5**
	Per cent	**10,6**
To drop/pick up hitchhikers on his/her way to an educational institution	Number	**1**
	Per cent	**2,7**
To drop/pick up hitchhikers on his/her way back home	Number	**1**
	Per cent	**1,6**
Other	Number	**1**
	Per cent	**1,6**
Total	**Number**	**47**
	Per cent	**100,0**

Only one response was possible per person.
The totals used to calculate percentages excluded unspecified cases.
Percentages calculated within RSA.

Nationally, 43,7% of learners who drove all the way to their educational institution indicated that they needed to use their vehicle at that educational institution, followed by 20,5% who had to pick up lift-club members and 19,4% who had to pick up passengers or drop them off on their way to their educational institution.

Table 3.12: Main reason for hitchhiking all the way to an educational institution by geographic location, 2020

Main reason for hitchhiking all the way	Statistics (numbers in thousands)	Geographic location		
		Urban	Rural	RSA
It is cheaper/reasonable/free of charge	Number	5	7	**12**
	Per cent	32,9	31,4	**32,0**
Public transport too expensive/not available/not enough	Number	4	6	**10**
	Per cent	22,4	29,5	**26,4**
It was by choice	Number	4	*	**5**
	Per cent	27,5	*	**13,3**
No transport	Number	1	3	**4**
	Per cent	6,8	15,5	**11,7**
Nearby/close enough to hitchhike	Number	*	1	**2**
	Per cent	*	7,0	**4,2**
No transport money	Number	*	1	**1**
	Per cent	*	6,4	**4,0**
Other	Number	1	2	**3**
	Per cent	8,7	8,0	**8,3**
Total	**Number**	**16**	**21**	**37**
	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.

In the 2020 NHTS questionnaire, a question was included to understand the main reasons for learners choosing to hitchhike all the way to their educational destination. Table 3.12 summarises these responses.

Nationally, 32,0% of the learners hitchhiked to their respective educational institutions mainly because it is cheaper or more affordable, followed by 26,4% who cited public transport as being too expensive or not enough, and 13,3% said it was by choice.

Rural learners were more likely to cite public transport as being too expensive or not enough compared to urban learners. Again, rural areas (15,5%) had the highest proportion of learners who hitchhiked to their educational institution primarily because there was no transport.

Table 3.13: Scholars who used public and private scholar transport to their educational institution by province, 2020

Province	Statistics (numbers in thousands)	Type of scholar transport		RSA
		Government scholar transport	Private scholar transport	
Western Cape	Number	50	213	**263**
	Per cent	18,9	81,1	**100,0**
Eastern Cape	Number	126	306	**432**
	Per cent	29,1	70,9	**100,0**
Northern Cape	Number	24	36	**60**
	Per cent	40,3	59,7	**100,0**
Free State	Number	14	88	**101**
	Per cent	13,4	86,6	**100,0**
KwaZulu-Natal	Number	118	752	**869**
	Per cent	13,5	86,5	**100,0**
North West	Number	62	204	**266**
	Per cent	23,3	76,7	**100,0**
Gauteng	Number	176	720	**896**
	Per cent	19,7	80,3	**100,0**
Mpumalanga	Number	40	162	**201**
	Per cent	19,7	80,3	**100,0**
Limpopo	Number	58	326	**384**
	Per cent	15,1	84,9	**100,0**
RSA	**Number**	**667**	**2 805**	**3 472**
	Per cent	**19,2**	**80,8**	**100,0**

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within provinces, within RSA.

About 2,8 million (80,8%) scholars used private scholar transport to reach their educational destination, while the remaining 0,7 million (19,2%) learners used government scholar transport. Scholars who depend on government scholar transport were likely to live in Northern Cape (40,3%), followed by Eastern Cape (29,1%), North West (23,3%) and Gauteng and Mpumalanga (both at 19,7%).

Table 3.14: Percentage of educational trips by province of origin and destination, 2020

Province of origin	Province of destination									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
WC	100,0	*	*	*	*	*	*	*	*	**100,0**
EC	0,1	99,7	*	*	0,2	*	*	*	*	**100,0**
NC	*	*	99,6	0,3	*	*	*	*	*	**100,0**
FS	*	*	*	99,3	*	*	0,6	*	*	**100,0**
KZN	*	*	*	*	99,9	*	*	*	*	**100,0**
NW	*	*	0,5	0,1	*	97,5	1,9	*	*	**100,0**
GP	*	*	*	0,1	*	0,1	99,7	*	*	**100,0**
MP	*	*	*	*	*	*	0,8	99,0	*	**100,0**
LP	*	*	*	*	*	0,1	0,2	*	99,7	**100,0**
RSA	9,2	12,8	1,9	5,2	20,4	6,5	23,9	7,9	12,1	**100,0**

The total used to calculate percentages excluded unspecified cases.
Percentages calculated within province of origin.

Table 3.14 shows the percentages of educational trips by the province of origin and the province of destination. It shows that almost all the educational trips undertaken were within the same province. The results also show that Gauteng was the most common destination if a trip was to be undertaken beyond one's own province.

Table 3.15: Main mode of travel to educational institution, 2013 and 2020

2013	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
Pre-school	1 660	0,1	1,0	12,0	23,7	61,5	1,7
School	12 688	0,6	5,1	12,8	12,1	68,8	0,7
Post-matric	1 011	8,2	11,9	36,7	26,5	15,8	0,9
Other	267	3,7	6,9	28,5	16,0	42,9	1,9
Total	**15 626**	**1,1**	**5,1**	**14,6**	**14,3**	**64,1**	**0,8**
2020							
Pre-school	1 741	0,0	1,8	16,7	22,6	56,0	2,9
School	14 108	0,1	5,8	13,7	15,0	63,0	2,3
Post-matric	925	2,0	12,9	40,2	24,4	18,6	1,8
Other	271	0,8	9,8	44,0	12,5	30,8	2,1
Total	**17 044**	**0,2**	**5,9**	**15,9**	**16,3**	**59,4**	**2,4**

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

Table 3.15 shows that the proportion of pre-school students who travelled by train decreased from 1,1% in 2013 to 0,2% in 2020. Although walking all the way remained the most used mode of travel for most learners, those who attended post-matric were most likely to use taxis as their mode of travel, followed by cars.

In 2020, the highest proportion of scholars walked all the way to school, followed by those who travelled by car and by taxi (16,3% and 15,9%, respectively).

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

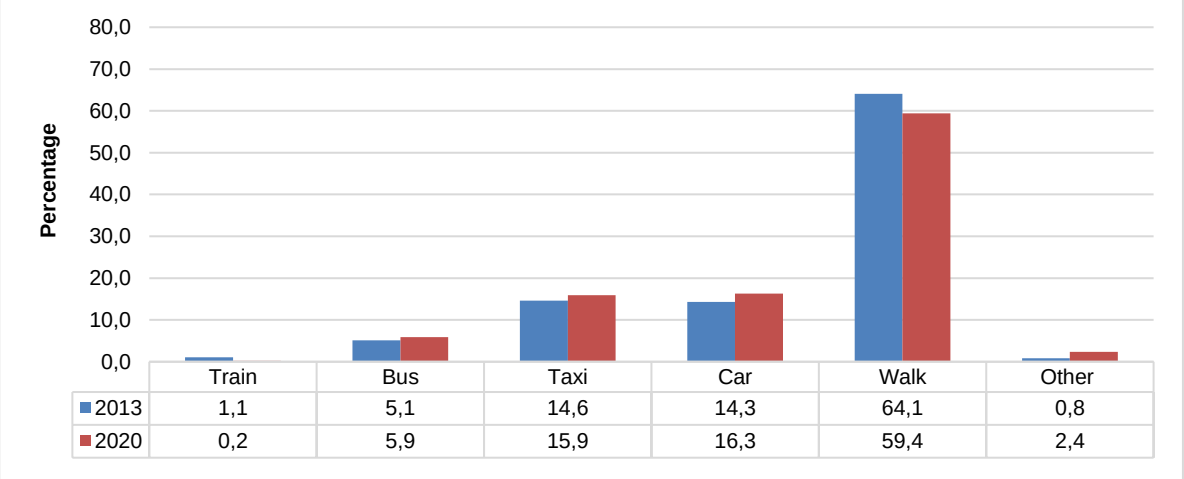


Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution decreased from 64,1% in 2013 to 59,4% in 2020. Those who travelled by bus, by taxi and by car showed an increase between 2013 and 2020. In both years, however, most learners still walked all the way to their educational institution. In 2020, the other preferred modes of transport were cars (16,3%), taxis (15,9%) and buses (5,9%). Trains (0,2%) were the least likely to be used compared to other modes of travel.

3.3 Departure, waiting, arrival and total travel times

Table 3.16: Attendees' time of leaving their place of residence to attend an educational institution by province, 2020

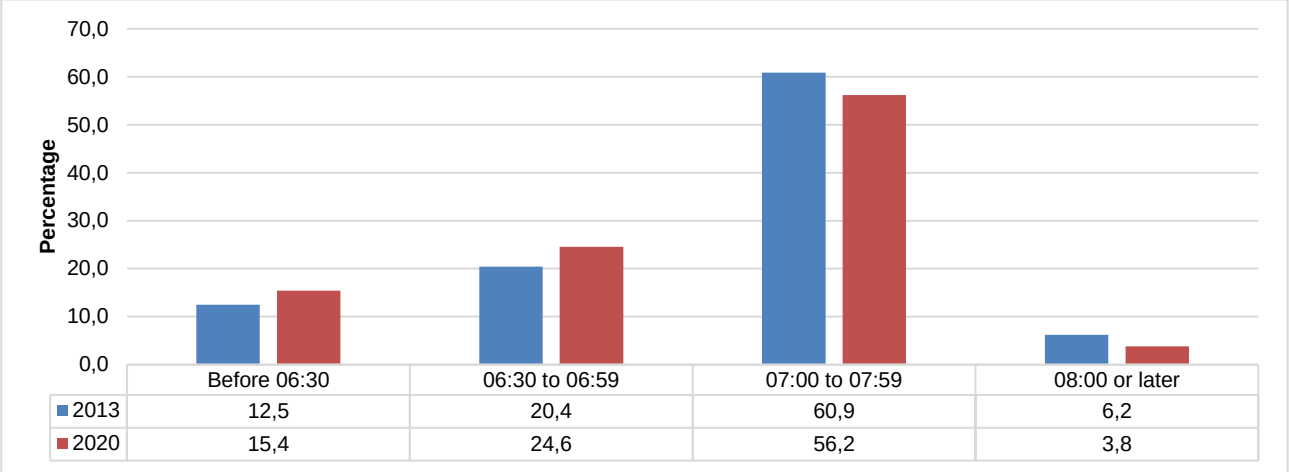
Province	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within province)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	1 598	8,7	12,1	76,4	2,8	**100,0**
Eastern Cape	2 182	11,7	16,1	69,9	2,3	**100,0**
Northern Cape	331	12,5	31,8	52,9	2,8	**100,0**
Free State	896	9,1	21,1	64,5	5,2	**100,0**
KwaZulu-Natal	3 419	18,6	26,7	49,1	5,7	**100,0**
North West	1 146	16,0	30,6	49,7	3,8	**100,0**
Gauteng	4 000	14,4	23,0	57,7	4,9	**100,0**
Mpumalanga	1 355	15,2	35,0	48,6	1,3	**100,0**
Limpopo	2 117	24,3	32,9	40,4	2,5	**100,0**
RSA	**17 044**	**15,4**	**24,6**	**56,2**	**3,8**	**100,0**

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

Table 3.16 shows attendees' time of leaving their place of residence to attend lessons/lectures at their educational institution by province. More than half of the learners (56,2%) who attended an educational institution in all the provinces left home between 07:00 and 07:59. A significant percentage of learners (24,6%) left between 06:30 and 06:59. Some learners (15,4%) travelled before 06:30, and 3,8% left at 08:00 or later.

Western Cape (76,4%) had the highest percentage of learners who left their place of residence from 07:00 to 07:59 when compared to other provinces, followed by Eastern Cape (69,9%) and Free State (64,5%). More than 30,0% of learners in Mpumalanga, Limpopo, Northern Cape and North West left their place of residence between 06:30 and 06:59. Almost a quarter (24,3%) of learners in Limpopo started travelling to an educational institution before 06:30.

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 3,8% of learners left their home after 08:00, while 6,2% had left their home after 08:00 in 2013.

Table 3.17: Time spent walking to reach first transport by province, 2020

Province	Number of learners who walk to their first transport ('000)	Travel time (per cent within province)					
		Up to 15 min.	16–30 min.	31–45 min.	46–60 min.	> 60 min.	Total
Western Cape	332	96,4	3,6	*	*	*	**100,0**
Eastern Cape	319	89,4	8,7	0,6	1,2	0,2	**100,0**
Northern Cape	45	95,1	3,9	*	1,0	*	**100,0**
Free State	81	95,8	4,1	*	*	0,1	**100,0**
KwaZulu-Natal	586	92,4	6,9	0,3	0,2	0,3	**100,0**
North West	147	89,7	9,8	*	*	0,5	**100,0**
Gauteng	669	92,4	7,3	*	0,2	*	**100,0**
Mpumalanga	158	87,9	11,5	0,4	*	0,2	**100,0**
Limpopo	267	93,9	4,9	1,0	0,2	*	**100,0**
RSA	**2 604**	**92,4**	**6,9**	**0,3**	**0,3**	**0,1**	**100,0**

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

A total of 2,6 million learners across the country indicated that they walked to their first transport. The majority (92,4%) walked for up to 15 minutes, followed by 6,9% of persons who walked for 16 to 30 minutes. Only 0,1% of learners walked for longer than 60 minutes.

The highest proportion of learners who walked longer than 15 minutes but less than 31 minutes was found in Mpumalanga (11,5%), North West (9,8%) and Eastern Cape (8,7%). Western Cape recorded 96,4% of learners that walked for up to 15 minutes to their first transport, followed by 3,6% that walked 16 to 30 minutes. About ninety-six per cent (95,8%) of Free State learners walked for up to 15 minutes, whilst 4,1% walked for 16–30 minutes.

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

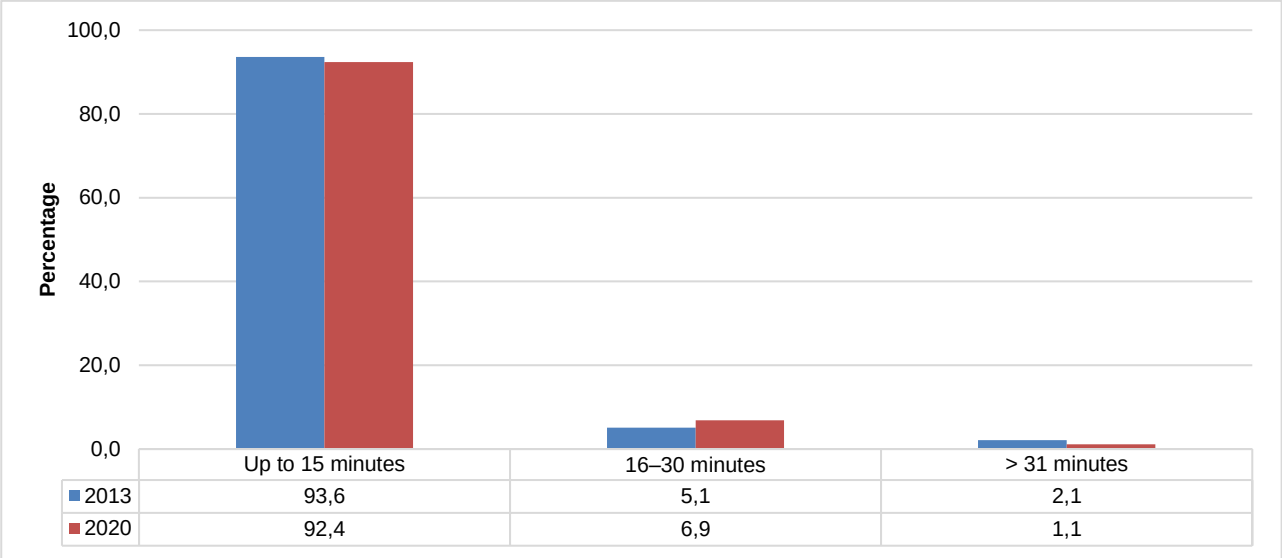


Figure 3.5 shows that the percentage of learners who walked to their first transport decreased by 1,2% between 2013 and 2020. The slight increase is observed among those who walked between 16 and 30 minutes (+1,8 percentage points), while those who walked for longer than 30 minutes showed a decrease of 1,0 percentage points over the survey period.

Table 3.18: Time spent waiting for the first transport to arrive by province, 2020

Province	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
Western Cape	324	304	94,1	7	2,2	12	3,7
Eastern Cape	313	296	94,4	12	3,9	5	1,7
Northern Cape	45	42	93,3	1	2,3	2	4,4
Free State	81	78	95,8	1	1,8	2	2,4
KwaZulu-Natal	584	562	96,2	12	2,1	10	1,7
North West	140	128	91,0	8	5,7	5	3,3
Gauteng	669	639	95,6	16	2,3	14	2,1
Mpumalanga	157	151	95,9	5	3,0	2	1,1
Limpopo	262	255	97,3	4	1,6	3	1,1
South Africa	**2 574**	**2 453**	**95,3**	**66**	**2,6**	**55**	**2,1**

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

About 2,5 million learners waited for their first transport to arrive, as shown in Table 3.18. Even though waiting times varied between provinces, nationally, most learners waited for up to 15 minutes (95,3%), and 2,6% waited for 16 to 30 minutes. Two per cent (2,1%) of learners waited for their first transport for more than 30 minutes.

Limpopo (97,3%) and KwaZulu-Natal (96,2%) had the highest percentage of learners who waited for up to 15 minutes. Also in Limpopo, 1,6% of learners waited for 16 to 30 minutes, while 1,1% waited for more than 30 minutes. A little over 94% (94,1%) of learners in Western Cape waited for up to 15 minutes, followed by

2,2% of those who waited for 16 to 30 minutes and 3,7% who waited for more than 30 minutes. Gauteng recorded 95,6% of learners who waited for up to 15 minutes, while 2,3% waited for 16 to 30 minutes, and 2,1% waited for more than 30 minutes.

North West had a slightly lower percentage of learners who waited for up to 15 minutes (91,0%), but recorded the highest percentage for those learners who waited between 16 and 30 minutes (5,7%).

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

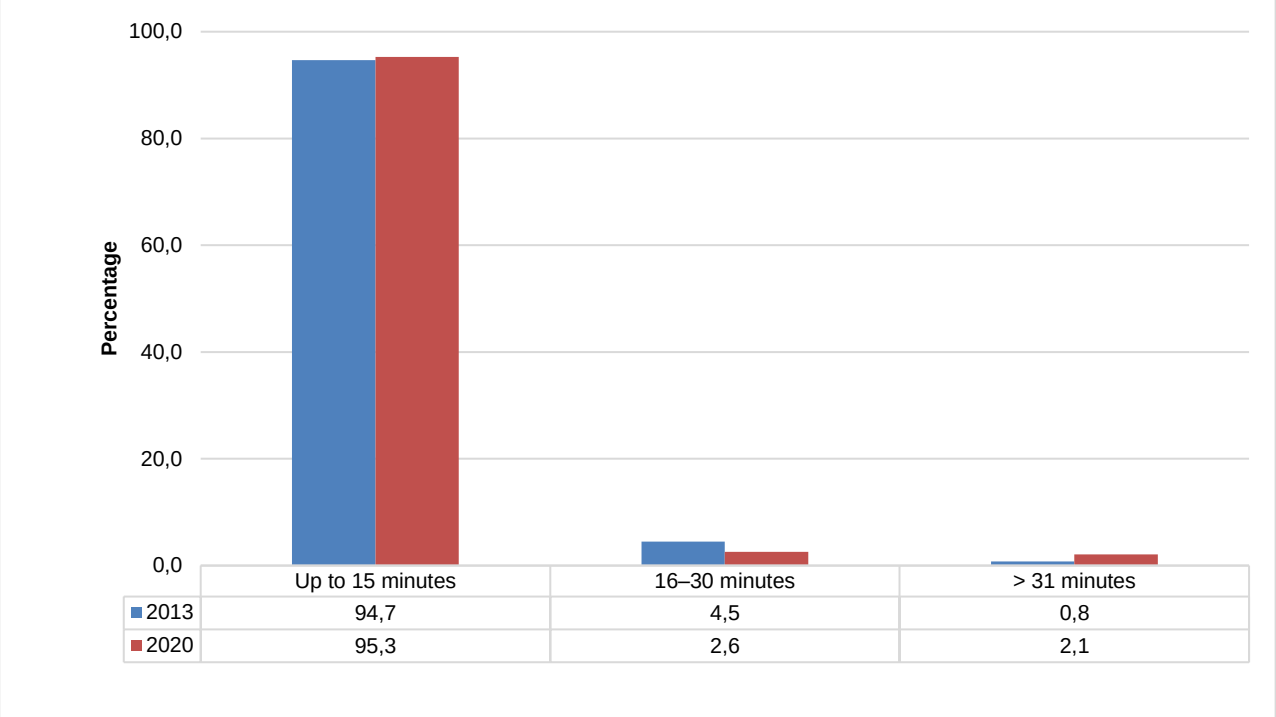


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved when compared to 2013. The percentage of learners who waited for more than 15 minutes nationally decreased from 5,3% in 2013 to 4,7% in 2020.

Table 3.19: Time spent walking to educational institution after disembarking from transport used on weekdays, by province, 2020

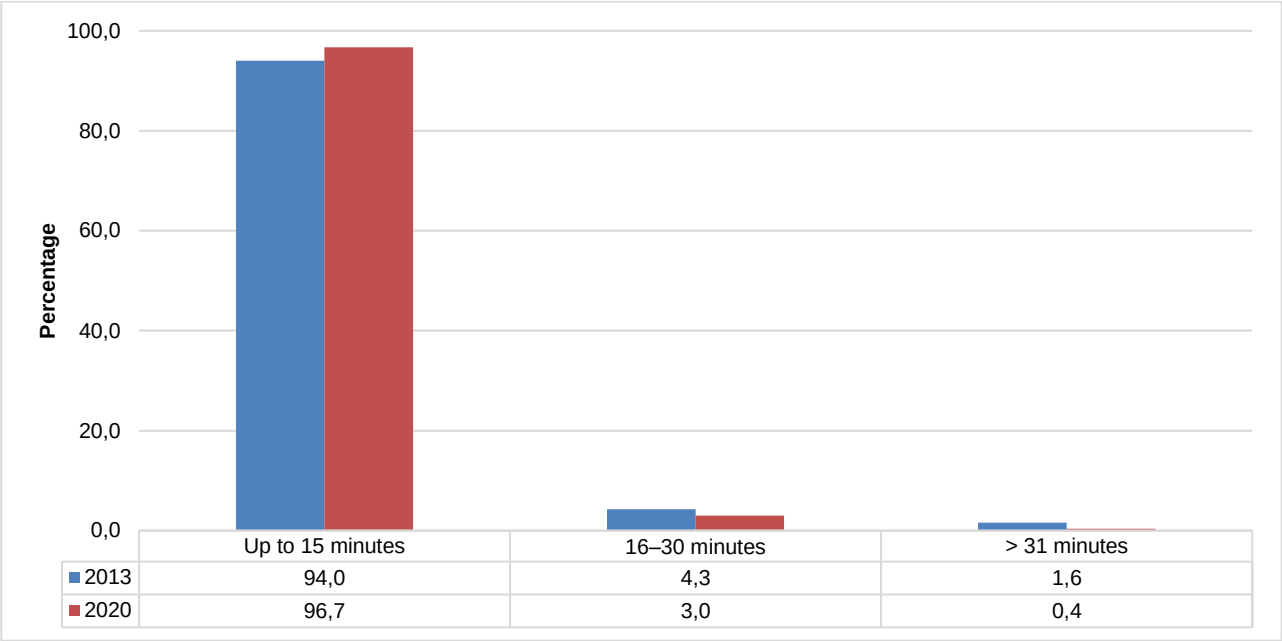
Province	Number of persons that walk at the end of the trip (`000)	Walking time (per cent within province)			Total
		Up to 15 minutes	16–30 minutes	> 31 minutes	
Western Cape	311	98,3	1,6	*	**100,0**
Eastern Cape	310	95,8	2,7	1,6	**100,0**
Northern Cape	44	98,5	1,5	*	**100,0**
Free State	79	94,2	5,8	*	**100,0**
KwaZulu-Natal	579	98,2	1,6	0,3	**100,0**
North West	144	97,6	2,4	*	**100,0**
Gauteng	648	94,8	5,1	*	**100,0**
Mpumalanga	146	96,8	2,5	0,7	**100,0**
Limpopo	262	97,1	2,6	0,2	**100,0**
South Africa	**2 525**	**96,7**	**3,0**	**0,4**	**100,0**

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

Table 3.19 displays the number of learners who walked to their educational institution after having disembarked from the transport they used, and the time spent walking to this educational institution by province. Of the learners (2,5 million) who mentioned that they still had to walk a distance after disembarking from their transport to reach their educational institution, 96,7% walked for up to 15 minutes, while 3,0% walked between 16 and 30 minutes. Less than one per cent of the total learners walked for more than 30 minutes.

The biggest proportion of learners who walked 30 minutes or longer lived in Eastern Cape (1,6%), Mpumalanga (0,7%) and KwaZulu-Natal (0,3%).

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



	Up to 15 minutes	16–30 minutes	> 31 minutes
2013	94,0	4,3	1,6
2020	96,7	3,0	0,4

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. Nationally, there has been an increase from 94,0% to 96,7% in the percentage of individuals who spent up to 15 minutes or more walking to their educational institution after having disembarked from their transport.

Table 3.20: Total time travelled to an educational institution by main mode of transport and province, 2020

Mode and time travelled in minutes	Province (per cent within province)									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Train										
Mean (minutes)	92	100	*	*	99	*	88	*	*	91
1 – 30	*.	*.	*	*	*.	*	9,1	*	*	4,2
31 – 60	*	7,8	*.	*	*	*	22,4	*	*	11,0
61+	100,0	92,2	*	*	100,0	*	68,5	*	*	84,8
Total	**100,0**	**100,0**	*****	*****	**100,0**	*****	**100,0**	*****	*****	**100,0**
Bus										
Mean (minutes)	69	59	54	62	55	57	59	66	54	59
1 – 30	19,1	15,3	44,2	22,5	33,2	26,3	20,6	22,9	37,3	25,8
31 – 60	34,3	53,9	30,9	42,3	35,8	37,0	46,6	34,5	33,7	39,9
61+	46,7	30,8	24,9	35,2	31,0	36,7	32,8	42,6	29,0	34,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (minutes)	53	51	35	42	53	43	57	44	46	51
1 – 30	30,4	32,6	53,7	43,9	33,7	42,5	25,9	47,0	42,3	34,0
31 – 60	35,8	41,4	40,0	43,8	36,4	43,6	40,6	35,9	38,3	39,4
61+	33,7	26,0	6,3	12,3	29,9	13,9	33,5	17,1	19,4	26,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver										
Mean (minutes)	53	33	23	28	31	26	45	34	30	41
1 – 30	46,2	62,7	92,7	75,6	65,4	70,6	46,2	62,5	74,0	55,2
31 – 60	24,4	29,4	2,7	15,8	28,5	28,3	28,5	32,7	11,8	26,3
61+	29,4	7,9	4,6	8,6	6,0	1,1	25,3	4,8	14,2	18,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger										
Mean (minutes)	35	41	23	24	40	31	34	28	36	35
1 – 30	60,2	50,5	78,1	84,6	51,9	63,2	64,4	77,2	61,4	60,7
31 – 60	23,9	34,7	17,4	12,1	31,0	27,5	26,0	16,6	28,7	27,1
61+	15,9	14,8	4,5	3,3	17,2	9,3	9,6	6,2	9,9	12,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way										
Mean (minutes)	20	32	22	25	35	26	25	30	30	29
1 – 30	90,8	66,7	85,3	79,7	62,5	79,4	78,1	72,2	71,9	73,3
31 – 60	7,9	25,5	13,0	17,0	28,8	17,2	18,5	23,1	22,7	21,5
61+	1,3	7,8	1,7	3,3	8,7	3,4	3,4	4,8	5,4	5,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**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.
Totals do not include 'unspecified'.

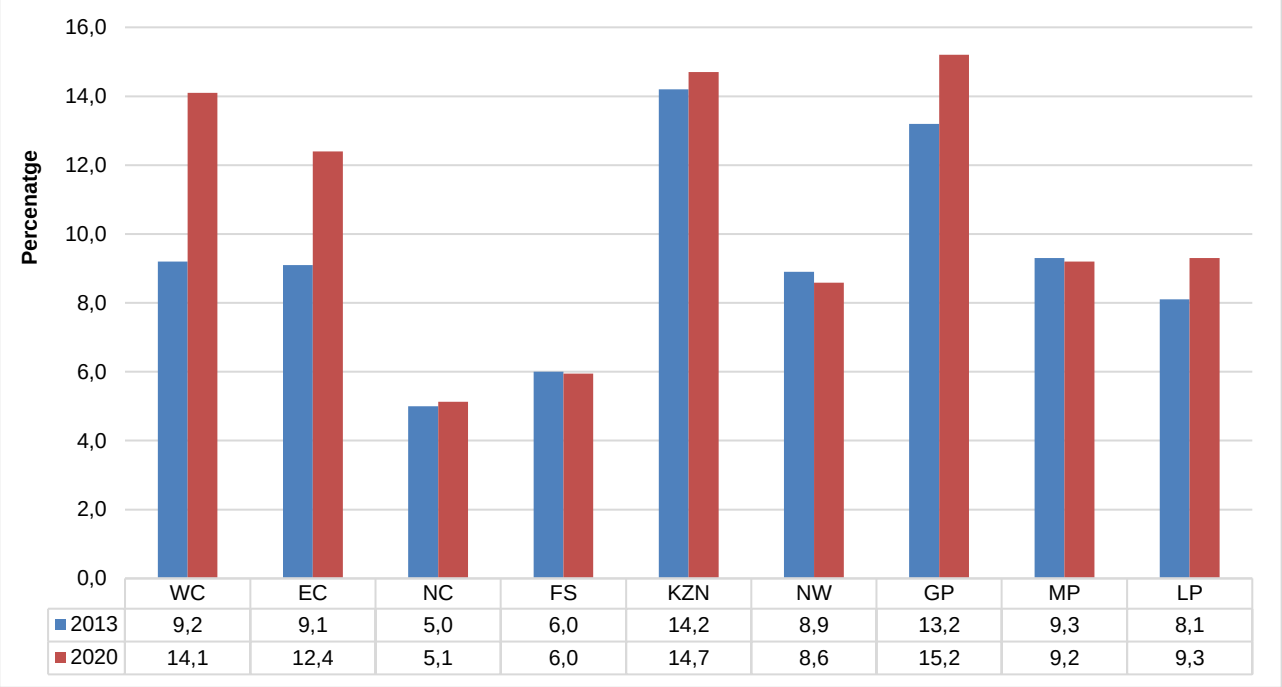
Table 3.20 shows that learners who use road motorised transport were more likely to experience shorter travel times to their educational destination compared to those who travelled by train. Nationally, most learners travelling by train tended to travel for more than 60 minutes to their educational institution (84,8%). In Western Cape, KwaZulu-Natal, Eastern Cape and Gauteng, the time spent travelling by train was mostly more than an hour.

About 39% (39,4%) of the total leaners travelling by taxi needed 31 to 60 minutes to reach their educational institution, followed by those who needed less than 30 minutes (34,0%), while 26,5% required more than 60 minutes' travelling time.

In terms of bus users, four in ten (39,9%) needed 31 to 60 minutes to reach their educational institution, followed by those who took more than an hour (34,2%), while 25,8% took less than 30 minutes. Eastern Cape (41,4%), Free State (43,8%) and North West (43,6%) had the highest proportion of learners who travelled between 31 and 60 minutes when travelling by bus.

The highest proportion of learners who travelled by car/bakkie/truck as a passenger or as a driver travelled for 30 minutes or less. Learners who walked to their educational institution for longer than an hour were mostly found in KwaZulu-Natal (8,7%), Eastern Cape (7,6%) and Limpopo (5,3%). Western Cape (1,3%) had the highest proportion of learners who walked for less than 30 minutes to their educational institution.

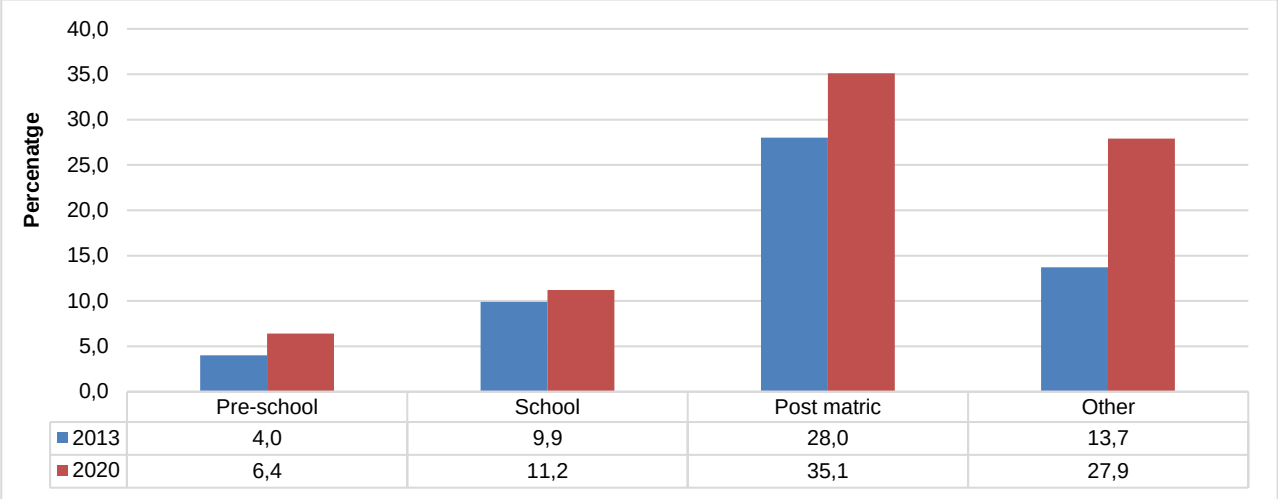
Figure 3.8: Percentage of learners travelling for longer than 60 minutes to their educational institution by province, 2013 and 2020



	WC	EC	NC	FS	KZN	NW	GP	MP	LP
2013	9,2	9,1	5,0	6,0	14,2	8,9	13,2	9,3	8,1
2020	14,1	12,4	5,1	6,0	14,7	8,6	15,2	9,2	9,3

Figure 3.8 shows that between 2013 and 2020, the percentage of learners who travelled for longer than 60 minutes to their educational institution increased across all provinces. The only exceptions were North West (-0,3 of a percentage point) and Mpumalanga (-0,1 of a percentage point). The increase in the Northern Cape was not significant, and Free State recorded similar percentages for both periods.

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

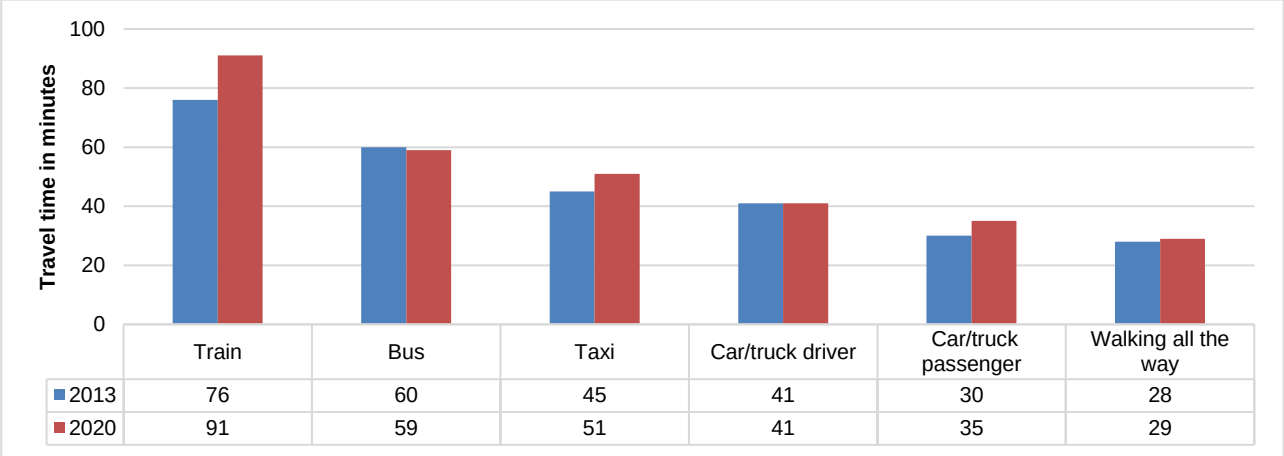


	Pre-school	School	Post matric	Other
2013	4,0	9,9	28,0	13,7
2020	6,4	11,2	35,1	27,9

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, tertiary and other educational institutions.

In 2020, the highest percentage of learners who travelled for longer than an hour were post-matric learners (35,1%), followed by scholars (11,2%) and 6,4% of pre-scholars. For tertiary learners, there was an increase 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
2013	76	60	45	41	30	28
2020	91	59	51	41	35	29

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

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution — train users travelled for 91 minutes, bus travellers 59 minutes and taxi users travelled 51 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 35 minutes, while and those who drove themselves took 41 minutes.

Learners who walked all the way to their educational institution required 29 minutes to arrive at their destination.

Map 3.3: Number of learners who travel to an educational institution for longer than 60 minutes by district municipality, 2020

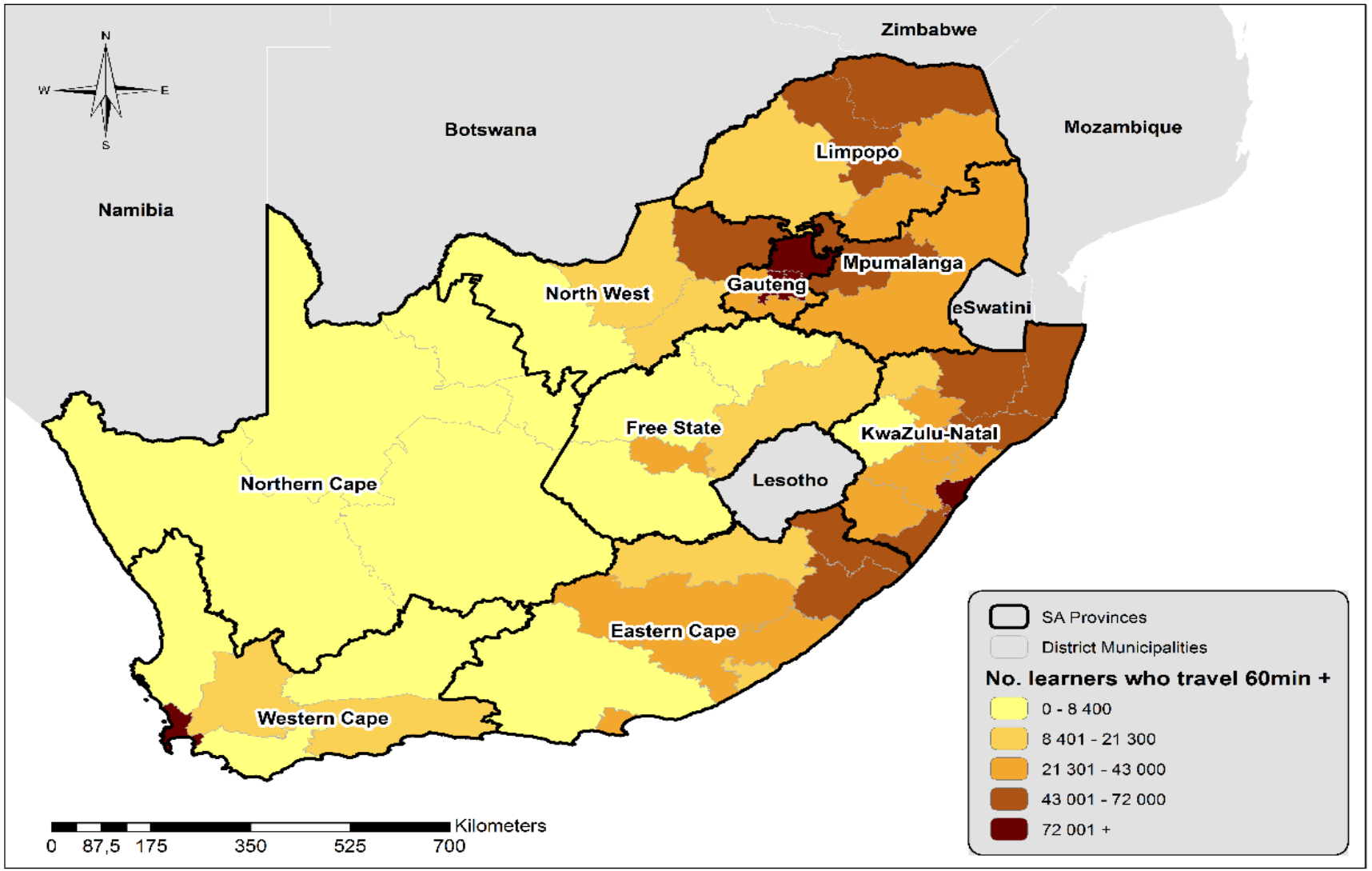


Table 3.21: Monthly cost of transport by main mode of transport and province, 2020

Mode and monthly payment in rand	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean (Rand)	364	223	*	*	220	*	324	*	*	327
1–100	10,5	*	*	*	.	*	5,2	*	*	6,6
101–200	19,8	63,2	*	*	33,0	*	47,7	*	*	36,6
200+	69,7	36,8	*	*	67,0	*	47,1	*	*	56,7
Total	**100,0**	**100,0**	*	*	**100,0**	*	**100,0**	*	*	**100,0**
Bus										
Mean (Rand)	597	395	421	496	531	423	515	517	459	509
1–100	8,9	5,5	.	2,0	1,3	5,0	4,9	.	.	3,2
101–200	7,6	36,2	18,0,	8,0	14,1	6,0	13,5	25,0	20,0	15,7
200+	83,5	58,3	82,0	91,0	84,6	89,0	81,7	75,0	80,0	81,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (Rand)	530	389	502	488	416	458	602	419	421	491
1–100	4,4	3,6	2,0	*	1,8	*	0,8	3,0	3,0	1,9
101–200	8,0	21,1	19,0	5,0	22,8	14,0	6,1	20,0	28,0	14,8
200+	87,6	75,2	79,0	95,0	75,4	86,0	93,1	78,0	69,0	83,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver										
Mean (Rand)	862	631	235	1 769	1 410	1 101	2 107	1 120	1 256	1 349
1–100	5,4	10,0	*	*	*	*	*	*	3,0	2,6
101–200	9,9	18,5	63,0	*	4,6	8,0	4,5	15,0	25,0	9,4
200+	84,8	71,5	37,0	100,0	95,4	92,0	95,5	85,0	73,0	88,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger										
Mean (Rand)	564	374	399	487	321	535	685	395	347	436
1–100	2,2	2,8	1,0	6	11,7	.	1,7	10	9	6,6
101–200	8,8	22,0	11,0	5	43,2	20	3,8	28	50	28,8
200+	89,1	75,2	88,0	89	45,1	80	94,5	63	41	64,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**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.
Totals do not include 'unspecified'.

Nationally, travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners, with a mean of R1 349, as indicated in Table 3.20. Using a train was the least expensive mode of travel compared to all the other modes, with a mean of R327. Despite trains being the least expensive travel mode, more than half of train users paid more than R200 per month (56,7%), followed by those who spent between R101 and R200 (36,6%).

The results show that more than eighty per cent of learners who used private cars (88,0%), taxis (83,3%) and buses (81,3%) paid more than R200 per month.

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

	Train	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	393	417	376	1 011	312
2020	327	509	491	1 349	436

Figure 3.11 shows that overall travel costs for learners have increased across all modes of transport when comparing 2013 and 2020 data. The highest increase is observed among those who travelled by car as the driver, and those who travelled by bus and taxi 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 349, followed by bus transport (R509), taxis (R491) and travelling by car/truck as a passenger (R436). Travelling by train was the least expensive mode of travel (R327) compared to all the other modes.

Among public transport modes, buses appeared to be the most expensive public transport mode of travel for learners, with an average monthly travel cost of R509, followed by taxis (R491) and trains (R436).

3.4 Summary

Learners in urban areas (59,5%) were more likely to attend an educational institution than those in rural areas (40,5%). Walking all the way was the primary method used by scholars to reach their school (63,0%). This pattern is also true for disabled scholars (63,8%). The results indicate that nationally, the vast majority of learners were attending classes (96,4%) rather than being taught through distance learning (3,6%). Gauteng (7,9%) had the highest percentage of learners who attended distance learning compared to other provinces.

Of the individuals who attended an educational institution, more than half (about 10,1 million) walked all the way, and about 2,7 million learners travelled by taxi to their educational institution. Of those who used private transport, most learners were passengers (2,4 million) in cars/trucks rather than drivers (0,4 million). The results show that most learners in the country walked all the way to their educational institution (76,9%) because it is nearby/close enough to walk. The second most common reason provided was that public transport was too expensive (11,0%). More than half of the learners (56,2%) who attended an educational institution in all the provinces left home between 07:00 and 07:59. A significant percentage of learners (24,6%) left between 06:30 and 06:59.

From 2013 to 2020, data shows that the travel time has increased across all modes of transport except for leaners who drove to their educational institution. The highest increase is observed among those who travelled by train and by taxi to reach their destination. Those who used public transport experienced long travel times in the morning to access their educational institution — train users travelled for 91 minutes, bus travellers 59 minutes and taxi users travelled 51 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 35 minutes and those who drove themselves took 41 minutes.

As far as travel costs are concerned, nationally, travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners, with a mean of R1 349, and travelling by train was the least expensive mode of travel compared to all the other modes, with a mean of R327.

4. Work-related travel patterns

4.1 Introduction

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

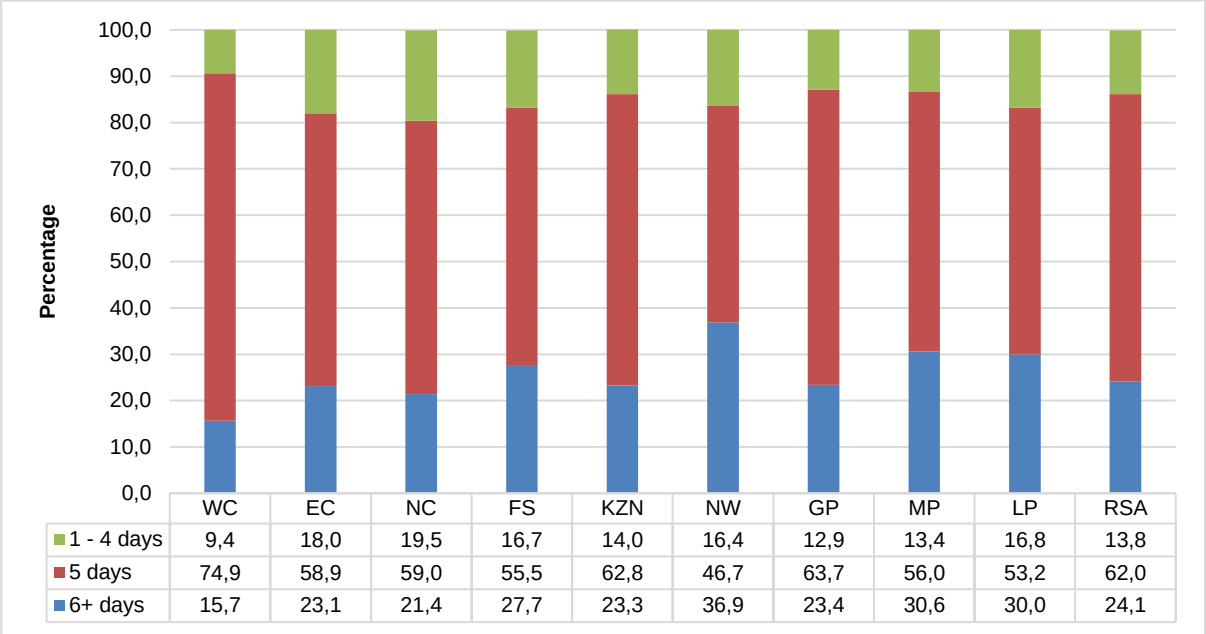
Table 4.1: Workers' disability status, geographic location and household income quintiles by province, 2020

Indicator		Province									RSA
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Worker status											
Worker	Number	2 390	1 317	356	792	2 591	961	5 677	1 157	1 337	**16 579**
	Per cent	14,4	7,9	2,1	4,8	15,6	5,8	34,2	7,0	8,1	**100,0**
Disabled	Number	14	42	20	50	65	53	99	43	36	**421**
	Per cent	3,4	9,9	4,7	11,7	15,4	12,6	23,4	10,2	8,6	**100,0**
Geographic location											
Urban	Number	2 262	876	287	661	1 575	520	5 547	567	362	**12 656**
	Per cent	17,9	6,9	2,3	5,2	12,4	4,1	43,8	4,5	2,9	**100,0**
Rural	Number	128	441	69	131	1 016	441	130	590	976	**3 923**
	Per cent	3,3	11,3	1,8	3,3	25,9	11,3	3,3	15,1	24,9	**100,0**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	689	354	56	176	586	241	1 875	279	171	**4 426**
	Per cent	15,6	8,0	1,3	4,0	13,2	5,4	42,4	6,3	3,9	**100,0**
Quintile 2	Number	241	278	61	153	374	180	737	243	263	**2 529**
	Per cent	9,5	11,0	2,4	6,1	14,8	7,1	29,1	9,6	10,4	**100,0**
Quintile 3	Number	288	248	64	153	432	193	815	210	328	**2 731**
	Per cent	10,5	9,1	2,3	5,6	15,8	7,1	29,9	7,7	12,0	**100,0**
Quintile 4	Number	407	205	78	149	525	186	960	211	294	**3 015**
	Per cent	13,5	6,8	2,6	5,0	17,4	6,2	31,8	7,0	9,7	**100,0**
Quintile 5 (highest income quintile)	Number	766	232	98	160	674	161	1 290	214	282	**3 878**
	Per cent	19,7	6,0	2,5	4,1	17,4	4,2	33,3	5,5	7,3	**100,0**

The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
- Not applicable
Percentages calculated within the provinces.

Table 4.1 shows that more than one-third (34,2%) of the 16,6 million South African workers reside in Gauteng, 15,6% reside in KwaZulu-Natal and 14,4% in Western Cape. About 0,4 million workers that are disabled were identified in the survey. Their distribution across provinces does not mirror the general distribution of workers across provinces. For example, whereas 34,2% of workers find themselves in Gauteng, only 23,4% of disabled workers live in this province. Western Cape is home to 14,4% of the South African workforce, but only 3,4% of disabled workers. Free State, Mpumalanga and Limpopo, on the other hand, had proportionally more disabled workers than the national worker profile would suggest. More than three-quarters of workers can be classified as urban and almost a quarter as rural. The highest percentage of workers classified as rural come from KwaZulu-Natal (25,9%) and Limpopo (24,9%).

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
1 - 4 days	9,4	18,0	19,5	16,7	14,0	16,4	12,9	13,4	16,8	13,8
5 days	74,9	58,9	59,0	55,5	62,8	46,7	63,7	56,0	53,2	62,0
6+ days	15,7	23,1	21,4	27,7	23,3	36,9	23,4	30,6	30,0	24,1

The number of days travelled per week to place of work is presented in Figure 4.1. In South Africa, it is clearly demonstrated that the majority of the working population works five days per week. Nationally, 62,0% workers worked five days a week, followed by 24,1% who worked six days plus and 13,8% worked one to four days a week.

Western Cape (74,9%) had the highest percentage of workers who worked five days a week, followed by Gauteng (63,7%) and KwaZulu-Natal (62,8%). The lowest percentages of workers who worked five days per week were found in North West (46,7%), Limpopo (53,2%) and Free State (55,5%). North West (36,9%) recorded the highest proportion of workers who worked more than five days in a week, followed by Mpumalanga (30,6%).

Workers in Northern Cape (19,5%) and Eastern Cape (18,0%) were the most likely to work less than five days a week, and these proportions are above the national proportion of 13,8%.

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

Province	Statistics (numbers in thousands)	Days worked (per cent within province)			Total
		1–4 days	5 days	6+ days	
Western Cape	Number	212	1 686	353	**2 251**
	Per cent	9,4	74,9	15,7	**100,0**
Eastern Cape	Number	215	707	277	**1 200**
	Per cent	18,0	58,9	23,1	**100,0**
Northern Cape	Number	66	200	73	**339**
	Per cent	19,5	59,0	21,4	**100,0**
Free State	Number	123	406	203	**732**
	Per cent	16,7	55,5	27,7	**100,0**
KwaZulu-Natal	Number	341	1 531	568	**2 440**
	Per cent	14,0	62,8	23,3	**100,0**
North West	Number	139	398	315	**852**
	Per cent	16,4	46,7	36,9	**100,0**
Gauteng	Number	683	3 365	1 235	**5 283**
	Per cent	12,9	63,7	23,4	**100,0**
Mpumalanga	Number	145	604	330	**1 079**
	Per cent	13,4	56,0	30,6	**100,0**
Limpopo	Number	195	619	350	**1 165**
	Per cent	16,8	53,2	30,0	**100,0**
RSA	**Number**	**2 119**	**9 516**	**3 703**	**15 339**
	Per cent	**13,8**	**62,0**	**24,1**	**100,0**
Geographic location					
Urban	Number	1 491	7 610	2 691	**11 791**
	Per cent	12,6	64,5	22,8	**100,0**
Rural	Number	628	1 906	1 012	**3 547**
	Per cent	24,7	48,2	27,0	**100,0**

The totals used to calculate percentages excluded unspecified cases.
Percentages calculated within the provinces and geographical location.

There is a clear difference between the numbers of days worked in urban areas compared with rural areas. Urban workers were more likely to work five days in a week than rural workers, as shown in Table 4.2. About sixty per cent (64,5%) of urban workers indicated that they worked five days a week compared to 48,2% workers in rural areas. Workers in rural areas were most likely to work less than five days a week (24,7%) or more than five days a week (27,0%).

4.2 Modes of travel to work

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

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

Indicator		Mode of travel							RSA
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	151	777	3 753	4 810	997	2 704	159	**13 350**
	Per cent	1,1	5,8	28,1	36,0	7,5	20,3	1,2	**100,0**
Disabled worker	Number	*	23	67	68	27	92	7	**285**
	Per cent	*	7,9	23,6	23,9	9,3	32,4	2,3	**100,0**
Province									
Western Cape	Number	45	131	407	927	196	281	20	**2 008**
	Per cent	2,2	6,5	20,3	46,2	9,8	14,0	1,0	**100,0**
Eastern Cape	Number	3	22	236	326	87	297	9	**982**
	Per cent	0,3	2,3	24	33,2	8,9	30,3	1,0	**100,0**
Northern Cape	Number	*	13	34	107	28	102	5	**289**
	Per cent	*	4,5	11,6	37,0	9,8	35,4	1,7	**100,0**
Free State	Number	*	41	130	203	35	209	9	**628**
	Per cent	*	6,6	20,7	32,4	5,6	33,2	1,5	**100,0**
KwaZulu-Natal	Number	22	115	637	654	177	387	16	**2 008**
	Per cent	1,1	5,7	31,7	32,6	8,8	19,3	0,8	**100,0**
North West	Number	1	36	201	231	51	226	26	**772**
	Per cent	0,1	4,7	26,1	29,9	6,6	29,3	3,4	**100,0**
Gauteng	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**
Mpumalanga	Number	*	186	164	275	70	247	14	**954**
	Per cent	*	19,5	17,2	28,8	7,3	25,9	1,4	**100,0**
Limpopo	Number	*	79	245	273	73	384	14	**1 068**
	Per cent	*	7,4	22,9	25,6	6,8	35,9	1,3	**100,0**
RSA	**Number**	**151**	**777**	**3 753**	**4 810**	**997**	**2 704**	**159**	**13 350**
	Per cent	**1,1**	**5,8**	**28,1**	**36,0**	**7,5**	**20,3**	**1,2**	**100,0**
Geographic location									
Urban	Number	149	457	3 074	4 225	781	1 516	117	**10 318**
	Per cent	1,4	4,4	29,8	40,9	7,6	14,7	1,1	**100,0**
Rural	Number	*	320	679	585	217	1 187	42	**3 032**
	Per cent	*	10,6	22,4	19,3	7,1	39,2	1,4	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	38	149	822	1 805	254	435	43	**3 546**
	Per cent	1,1	4,2	23,2	50,9	7,2	12,3	1,2	**100,0**
Quintile 2	Number	23	114	578	364	113	624	29	**1 844**
	Per cent	1,2	6,2	31,4	19,7	6,1	33,8	1,5	**100,0**
Quintile 3	Number	27	153	733	314	149	754	38	**2 169**
	Per cent	1,2	7	33,8	14,5	6,9	34,8	1,8	**100,0**
Quintile 4	Number	37	211	919	486	204	590	25	**2 472**
	Per cent	1,5	8,5	37,2	19,6	8,3	23,9	1,0	**100,0**
Quintile 5 (highest income quintile)	Number	26	150	700	1 842	277	301	24	**3 319**
	Per cent	0,8	4,5	21,1	55,5	8,3	9,1	0,7	**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 per cell are too small to provide reliable estimates
Percentages calculated within the mode of travel.

Table 4.3 shows workers' disability status, geographical location, household income quintile and province by main mode of transport. Nationally, the main mode of transport that carries the largest share of workers is private cars, with the workers being the driver (36,%), and taxis, which account for 28,1%. Slightly more than one in five workers walked all the way (20,3%), 7,5% travelled by private car as a passenger and another 5,8% travelled by bus.

This pattern holds in most provinces except in Limpopo, where the dominant transport mode was walking all the way (35,9%). Other provinces where significant percentages of workers walked all the way were Northern Cape (35,4%), Free State (33,2%) and Eastern Cape (30,4%). Bus use was most common amongst workers in Mpumalanga (19,5%), Free State (6,6%) and Western Cape (6,5%), while train travel was most common in Western Cape (2,2%) and Gauteng (1,7%).

Travel by means of public transport was important across all geographic locations. However, urban workers were more likely to use taxis rather than buses as their main mode of transport, and rural workers were most likely to use buses. The results show that fewer urban dwellers than rural dwellers used buses (4,4% compared with 10,4%). In comparison, slightly more urban dwellers made use of private transport as a passenger than rural workers (7,6% compared with 7,1%). The figures for travelling by private car as the driver was high in urban areas compared to rural areas (40,9% as opposed to 19,3%).

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

2013	**Total number of trips ('000)**			
Province	**Train**	**Bus**	**Taxi**	**RSA**
WC	277	151	315	**744**
EC	14	34	322	**371**
NC	*	10	38	**48**
FS	*	43	173	**217**
KZN	65	155	805	**1 026**
NW	*	117	240	**357**
GP	339	236	1 402	**1 978**
MP	*	213	200	**416**
LP	*	99	170	**270**
RSA	**700**	**1 060**	**3 669**	**5 430**
% of all public transport trips	**12,9**	**19,5**	**67,6**	**100,0**
2020				
WC	44	130	406	**582**
EC	3	22	235	**261**
NC	*	13	33	**46**
FS	*	41	129	**171**
KZN	21	115	636	**774**
NW	*	36	201	**238**
GP	79	152	1 699	**1 932**
MP	*	185	163	**349**
LP	*	78	244	**323**
RSA	**150**	**776**	**3 752**	**4 680**
% of all public transport trips	**3,2**	**16,6**	**80,2**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Table 4.4 represents the total number of trips to work using public transport by province between 2013 and 2020. The estimated total number of workers' trips using public transport decreased significantly from 5,4 million in 2013 to 4,7 million in 2020. Taxis accounted for most public transport users with 80,2% of workers using taxis, which is more than the proportion reported in 2013 (67,6%). More than fifteen per cent (16,6%) of workers using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 19,5%. Those who used trains in 2013 (12,9%) significantly decreased to 3,2% in 2020.

Map 4.1: Number of workers per province and main mode of travel used, 2020

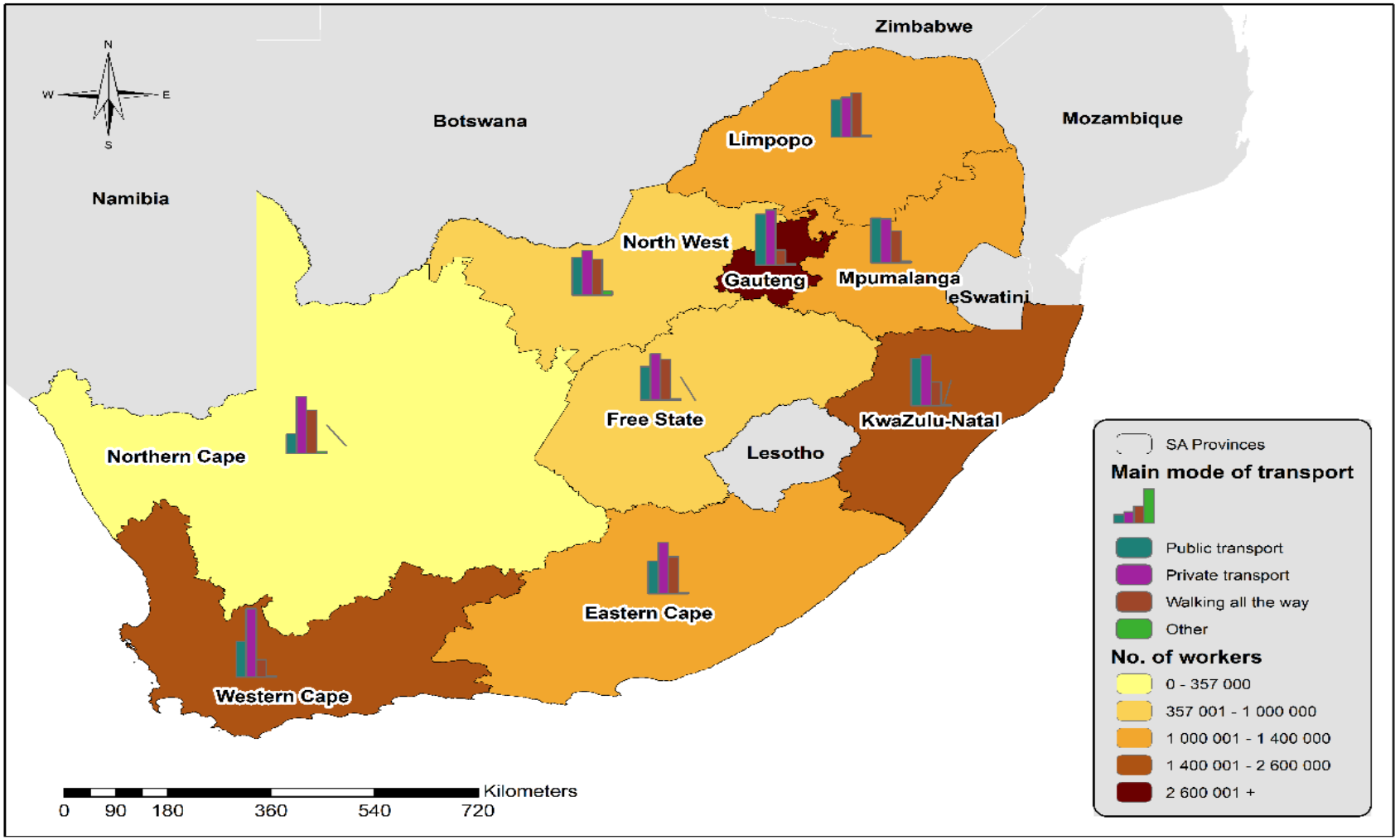
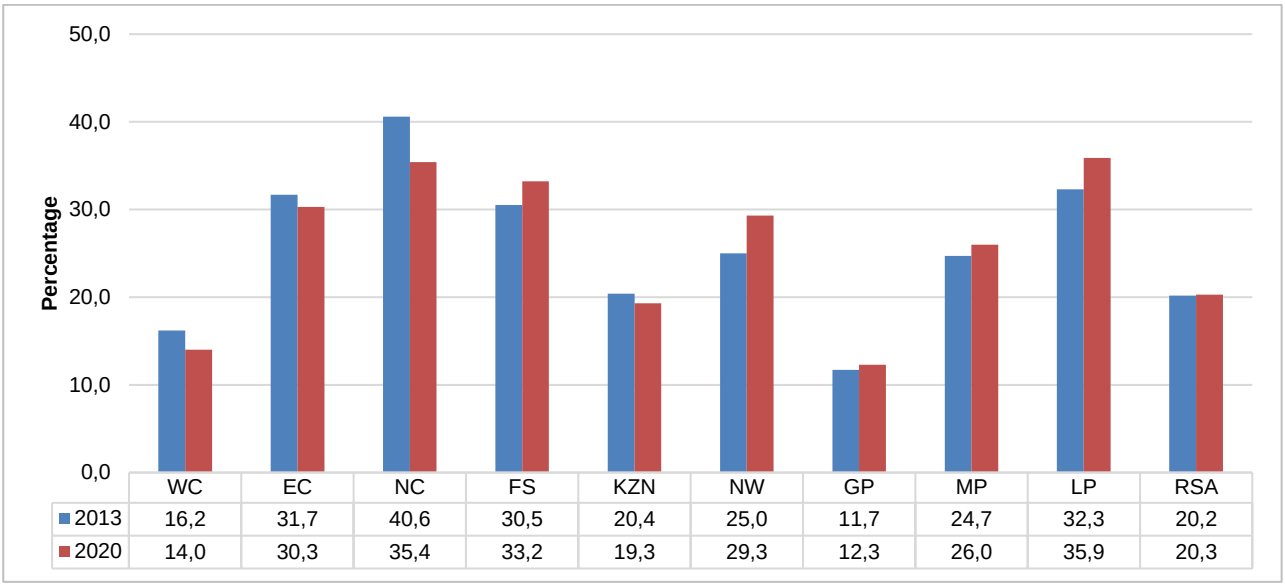


Figure 4.2: Percentage of workers who walked all the way to work by province, 2013 and 2020



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2013	16,2	31,7	40,6	30,5	20,4	25,0	11,7	24,7	32,3	20,2
2020	14,0	30,3	35,4	33,2	19,3	29,3	12,3	26,0	35,9	20,3

Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by province. The proportion of workers who walked all the way to work slightly increased from 20,2% in 2013 to 20,3% in 2020. In 2013, 'walking all the way' was more likely to occur in Northern Cape (40,6%) than anywhere else in the country, whilst in 2020, Limpopo residents were more likely to walk than residents of other provinces (35,9%). Less than fifteen per cent of Western Cape workers (14,0%) and workers in Gauteng (12,3%) walked all the way to work. These percentages are much lower than the national proportion of 20,3%.

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

Province	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province	Number (`000)	% within RSA	% within province
Western Cape	281	10,4	14,0	10	12,6	0,6	796	18,9	46,6	6	3,7	0,4
Eastern Cape	297	11,0	30,3	6	8,0	0,9	286	6,8	43,9	27	16,3	4,0
Northern Cape	104	3,9	35,4	2	2,2	0,9	76	1,8	41,3	2	1,0	0,9
Free State	209	7,7	33,2	6	8,1	1,5	164	3,9	40,5	7	3,9	1,6
KwaZulu-Natal	387	14,3	19,3	9	11,6	0,6	560	13,3	35,5	35	20,9	2,2
North West	226	8,4	29,2	13	16,4	2,4	205	4,9	39,7	19	11,2	3,5
Gauteng	568	21,0	12,3	20	25,2	0,5	1 634	38,9	40,6	24	14,4	0,6
Mpumalanga	247	9,1	25,9	5	6,5	0,7	239	5,7	35,0	19	11,6	2,8
Limpopo	384	14,2	35,9	8	9,5	1,1	243	5,8	37,4	28	16,9	4,2
RSA	**2 704**	**100,0**	**20,2**	**80**	**100,0**	**0,8**	**4 203**	**100,0**	**40,4**	**167**	**100,0**	**1,6**
Geographic location												
Urban	1 516	56,1	14,7	56	69,4	0,6	3 699	88	42,7	88	52,9	1,0
Rural	1 187	43,9	39,2	25	30,6	1,3	504	12	28,9	79	47,1	4,3

The totals used to calculate percentages excluded unspecified cases.

Table 4.5 shows that nationally, 2,7 million workers walked all the way to their place of work. The highest percentage of workers who walked to work were found in Gauteng (21,0%), Limpopo (14,2%), KwaZulu-Natal (14,3%) and Western Cape (10,4%), while cyclists were most likely to come from Gauteng (25,2%), North West (16,4%) and Western Cape (12,6%).

Of the 4,2 million workers who drove all the way to work, 3,6 million resided in urban areas and 0,5 million resided in rural areas. Across the provinces, Gauteng (38,9%) and Western Cape (18,9%) recorded the highest percentage of workers who drove all the way to work.

By comparison, KwaZulu-Natal (20,9%), Limpopo (16,9%) and Eastern Cape (16,3%) recorded the highest proportions of workers who hitchhiked all the way to work.

Map 4.2: Number of workers who walked all the way to work per district, 2020

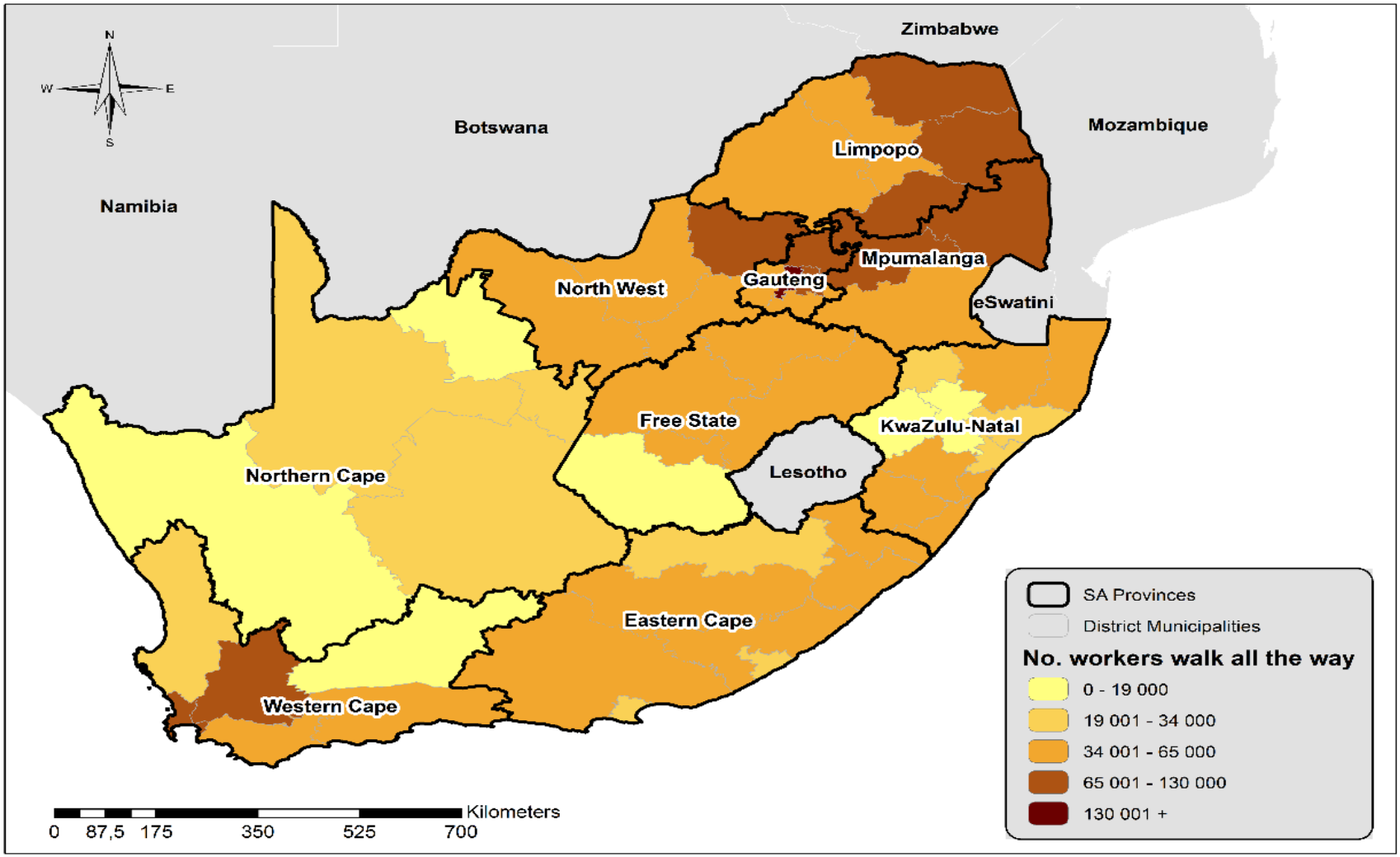


Figure 4.3: Percentage of workers who drove all the way to their place of work by province, 2013 and 2020

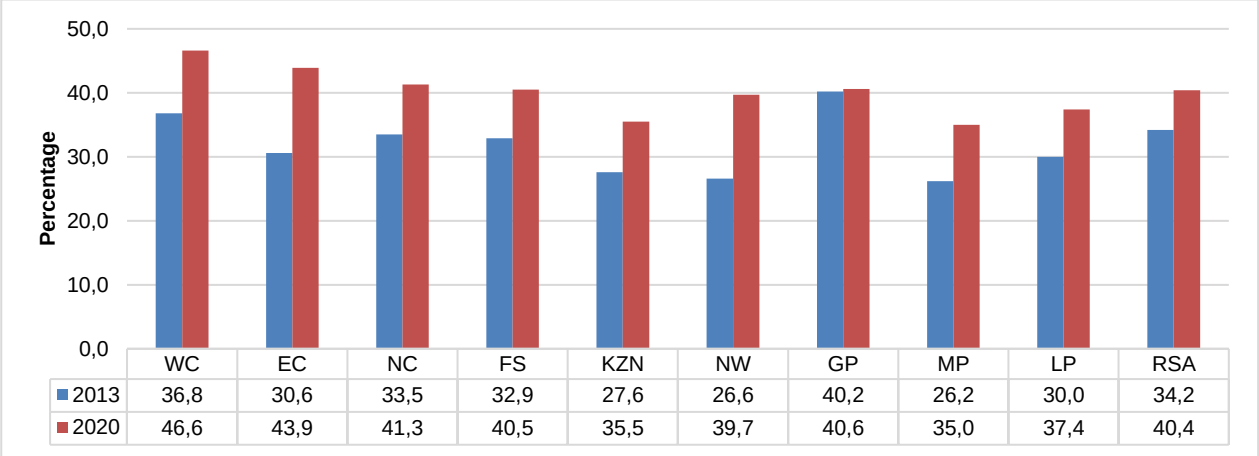


Figure 4.3 shows a significant increase among workers who drove all the way to their workplace (from 34,2% in 2013 to 40,4% in 2020). The largest increases between 2013 and 2020 were observed in Eastern Cape (+13,3 percentage points), North West (+13,1 percentage points) and Western Cape (+9,8 percentage points).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Nearby/close enough to walk	Number	1038	929	1 967
	Per cent	68,5	78,2	72,7
It was by choice	Number	200	84	284
	Per cent	13,2	7,1	10,5
Public transport too expensive	Number	173	85	259
	Per cent	11,4	7,2	9,6
Public transport not available	Number	21	22	44
	Per cent	1,4	1,9	1,6
No transport	Number	29	33	62
	Per cent	1,9	2,8	2,3
No public transport available at specific times	Number	10	9	19
	Per cent	0,6	0,7	0,7
Health reasons/exercising	Number	10	5	16
	Per cent	0,7	0,5	0,6
Public transport is not enough	Number	6	3	10
	Per cent	0,4	0,3	0,4
Other	Number	28	16	44
	Per cent	1,8	1,4	1,6
Total	**Number**	**1 516**	**1 187**	**2 704**
	Per cent	**100,0**	**100,0**	**100,0**

Percentages calculated within a geographic location.
Only one response was possible per person.
Other reasons include: To avoid traffic congestion, no parking at the destination, fuel costs, etc.

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (72,7%). This reason was more likely to be given by workers in rural areas (78,2%) than workers in urban areas (68,5%). More than one-tenth of workers indicated that it was their choice to walk all the way to work (10,5%). This reason was most likely to be given in urban areas (13,2%).

The third most common reason was that public transport was too expensive (9,6%). It is noticeable that urban workers were much more likely to offer this as a reason than rural workers (11,4% compared to 7,2%).

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	27	11	38
	Per cent	48,3	44,8	47,2
Public transport: too expensive/not available/not enough	Number	13	7	20
	Per cent	22,9	30,4	25,2
Nearby/close enough to cycle	Number	9	4	13
	Per cent	16,5	16,4	16,5
Health reasons/exercising	Number	3	*	3
	Per cent	4,7	*	3,4
Other	Number	4	2	6
	Per cent	7,6	7,8	7,6
Total	**Number**	**56**	**25**	**80**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that 47,2% 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 (25,2%), and by those who indicated that it was nearby/close enough to cycle (16,5%).

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	1126	452	1 578
	Per cent	51,2	53,4	51,8
To drop/pick up passengers on his/her way to work	Number	578	191	769
	Per cent	26,3	22,6	25,2
To drop/pick up passengers on his/her way back home	Number	364	136	500
	Per cent	16,6	16,1	16,4
To pick up lift-club members	Number	85	33	118
	Per cent	3,9	3,9	3,9
Other	Number	46	35	81
	Per cent	2,1	4,1	2,7
Total	**Number**	**2 199**	**847**	**3 046**
	Per cent	**100,0**	**100,0**	**100,0**

Only one response was possible per person.
Percentages calculated within geographical location.

Nationally, 51,8% of workers who drove all the way to work indicated that they needed to use their vehicle at work, followed by 25,2% who had to pick up or drop passengers off on their way to work. This was more prominent in urban areas (26,3%) than in rural areas (22,6%). The results further show that sixteen per cent of workers use their cars to drop or pick up passengers on their way back home (16,4%).

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

Main reasons for hitchhiked all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Public transport too expensive/not available/not enough	Number	26	35	62
	Per cent	29,8	44,7	36,8
It is cheaper/reasonable/free of charge	Number	19	8	26
	Per cent	21,2	9,5	15,7
It was by choice	Number	17	8	26
	Per cent	19,6	10,6	15,4
No transport	Number	8	8	16
	Per cent	9,2	10,1	9,6
Nearby/close enough to hitchhike	Number	3	2	5
	Per cent	3,3	2,9	3,1
No transport money	Number	2	1	3
	Per cent	2,3	1,1	1,7
Other	Number	13	17	29
	Per cent	14,5	21,0	17,6
Total	**Number**	**88**	**79**	**167**
	Per cent	**100,0**	**100,0**	**100,0**

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. Nationally, more than one-third (36,8%) 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, 15,7% hitchhiked to their respective place of work mainly because it is cheaper.

Rural workers (44,7%) were more likely to cite public transport as being too expensive or not available than urban workers (29,8%). Slightly more than two-tenths (21,2%) of urban workers said it is cheaper or free of charge to hitchhike all the way to work.

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

Province	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within province	Per cent within RSA
Western Cape	914	103	11,3	11,0
Eastern Cape	365	33	9,0	3,5
Northern Cape	108	8	7,3	0,8
Free State	242	37	15,5	4,0
KwaZulu-Natal	1 017	101	9,9	10,8
North West	310	40	13,0	4,3
Gauteng	2 393	545	22,8	58,3
Mpumalanga	444	31	6,9	3,3
Limpopo	405	37	9,1	4,0
RSA	**6 196**	**936**	**15,1**	**100,0**

Totals used excluded unspecified cases for respondents who did not drive all the way to work.

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. Slightly less than one million indicated that they had to connect at least once when going to work. Almost half of all the workers in South Africa who changed transport worked in Gauteng. Proportionally within provinces, workers in Gauteng (22,8%), Free State (15,5%), North West 13% and Western Cape (11,3%) were more likely than workers in other provinces to change transport.

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

Public transport mode	Statistics (numbers in thousands)	Changed transport		Total
		Yes	No	
Train	Number	58	92	151
	Per cent	38,8	61,2	100,0
Bus	Number	134	643	777
	Per cent	17,3	82,7	100,0
Taxi	Number	718	3 034	3 753
	Per cent	19,1	80,9	100,0
Total	**Number**	**911**	**3 769**	**4 680**
	Per cent	**19,5**	**80,5**	**100,0**

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

Table 4.11 reveals that the need to transfer affects train users more than other users. Of the public transport users who mentioned that they changed transport on the way to their work, 80,5% did not change transport while 19,5% had to change transport. Of those who changed transport, most workers were train passengers (38,8%), followed by 19,1% of those using taxis and 17,3% of bus 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	52	3	3	58
	Per cent	89,5	5,3	5,1	100,0
Bus	Number	122	10	2	134
	Per cent	91,1	7,2	1,7	100,0
Taxi	Number	638	65	15	718
	Per cent	88,8	9,1	2,1	100,0
Total	**Number**	**813**	**78**	**20**	**911**
	Per cent	**89,2**	**8,6**	**2,2**	**100,0**

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

Table 4.12 represents the number of transfers made by public transport users. Taxi users (11,2%) recorded the highest percentage of workers who had to make two or three changes on their way to work, followed by train users (10,4%) and bus users (8,9%).

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

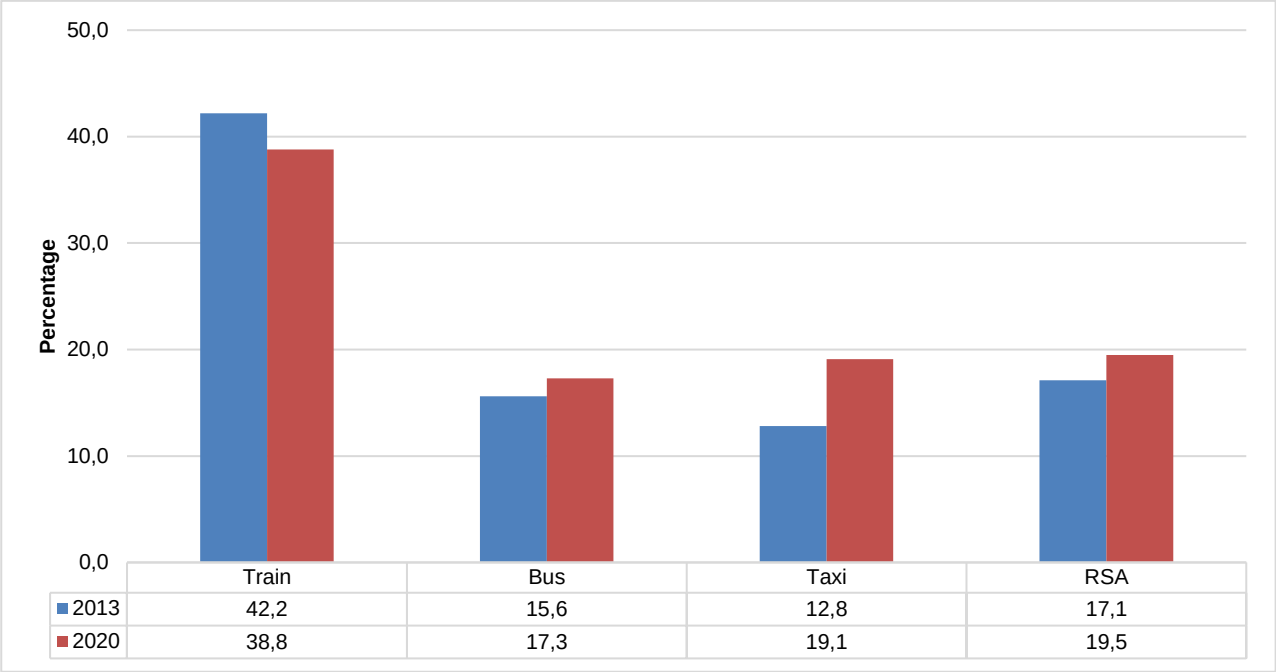


Figure 4.4 shows that nationally, there was an increase in the percentage of public transport users who made at least one transfer (from 17,1% in 2013 to 19,5% in 2020). Most workers who completed at least one public transport transfer used trains. Although this percentage decreased from 42,2% in 2013 to 38,8% 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 province of origin and destination, 2020

Province of origin	Province of destination									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
WC	99,9	*	*	*	*	*	0,1	*	*	**100,0**
EC	0,1	99,3	*	0,1	0,4	*	0,1	*	*	**100,0**
NC	0,2	*	99,3	0,3	*	0,2	*	*	*	**100,0**
FS	*	*	*	98,7	0,0	0,1	1,1	*	*	**100,0**
KZN	*	0,1	*	*	99,8	*	0,1	*	*	**100,0**
NW	*	*	0,4	0,3	*	92,2	5,1	0,1	2,0	**100,0**
GP	*	*	0,1	0,3	0,1	0,3	99,0	0,2	0,1	**100,0**
MP	*	*	*	*	0,3	*	4,6	94,2	0,9	**100,0**
LP	0,1	*	*	*	*	*	0,4	0,3	99,3	**100,0**
RSA	**14,4**	**7,9**	**2,2**	**4,8**	**15,7**	**5,5**	**34,6**	**6,7**	**8,2**	**100,0**

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

Table 4.13 shows the percentages of work trips by the province of origin and destination, and it shows that almost all the work trips undertaken were within the province. The results also show that the provinces which attract the most work trips are Gauteng (34,6%), KwaZulu-Natal (15,7%) and Western Cape (14,4%).

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 province, 2020

Province	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within province)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	2 008	18,3	19,2	17,4	34,9	10,2	**100,0**
Eastern Cape	982	17,1	11,6	17,9	44,0	9,4	**100,0**
Northern Cape	291	19,3	14,8	23,0	36,4	6,5	**100,0**
Free State	628	17,9	14,0	22,5	38,8	6,8	**100,0**
KwaZulu-Natal	2 008	25,2	18,0	18,9	26,5	11,4	**100,0**
North West	773	26,4	13,8	17,2	34,0	8,6	**100,0**
Gauteng	4 639	27,6	18,9	16,0	25,2	12,4	**100,0**
Mpumalanga	954	33,4	15,5	18,3	26,4	6,4	**100,0**
Limpopo	1 068	23,9	18,7	23,2	26,5	7,7	**100,0**
RSA	**13 352**	**24,5**	**17,4**	**18,0**	**29,8**	**10,3**	**100,0**
Geographic location							
Urban	10 320	23,2	17,6	17,2	31,0	11,0	**100,0**
Rural	3 032	28,7	16,6	20,9	26,0	7,8	**100,0**

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

Table 4.14 shows the time workers leave for work by province and geographical location. More than one-quarter (29,8%) of South Africa's workers left their home for work between 07:00 and 07:59 in the morning. Eastern Cape (44,0%), Free State (38,8%) and Northern Cape (36,4%) recorded the highest percentages of workers leaving their homes/residential places between 07:00 and 07:59 in the morning.

Slightly less than one-quarter of workers (24,5%) left for work before 06:00 in the morning. Provincially, Mpumalanga (33,4%), Gauteng (27,6%) and North West (26,4%) had the highest proportion of workers leaving for work before 06:00 in the morning. Eastern Cape, with only 17,1% of workers leaving before 06:00, recorded the lowest.

Out of the 18% of workers travelling from 06:30 to 06:59 in the morning, Limpopo, Northern Cape and Free State at 23% had the highest level, followed by 18,9% reported in KwaZulu-Natal.

Ten per cent of workers left their homes from 08:00 in the morning or later when going to work. Gauteng (12,4%) and KwaZulu-Natal (11,4%) recorded slightly higher levels of workers going to work from 08:00 or later, while the distribution across all provinces was more or less equal.

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

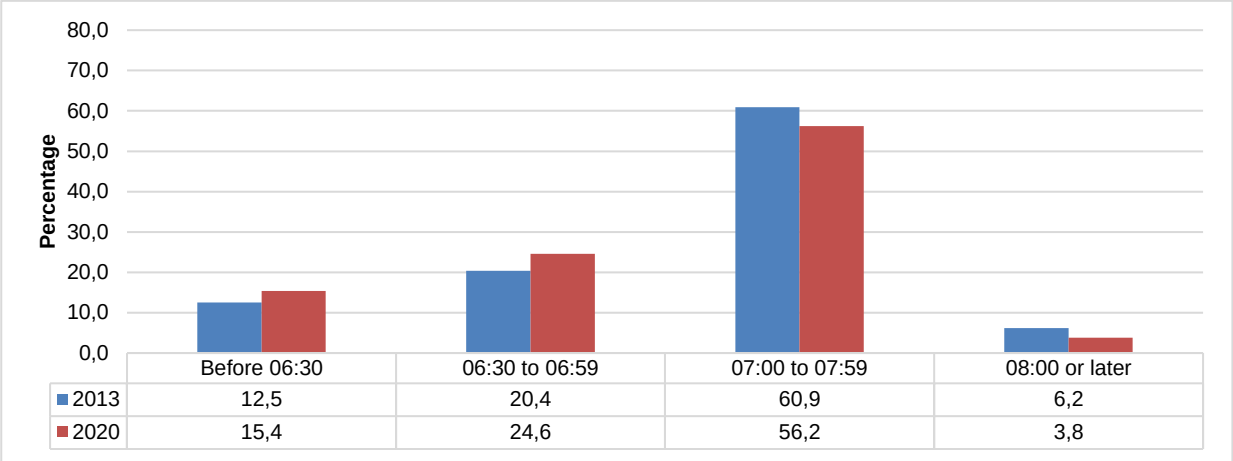


Figure 4.5 shows that the incidence of early starting times was higher in 2020 than in 2013. About forty per cent of workers left their home before 07:00 in 2020 compared to 32,9% in 2013. The number of those who left after 08:00 has decreased from 6,2% in 2013 to 3,8% in 2020.

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

Province	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within province)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	2 008	5,2	3,3	19,9	50,5	21,1	**100,0**
Eastern Cape	982	11,9	3,3	11,8	51,4	21,7	**100,0**
Northern Cape	291	8,5	6,1	25,1	47,2	13,1	**100,0**
Free State	628	9,7	3,0	19,0	52,3	15,9	**100,0**
KwaZulu-Natal	2 008	11,5	4,8	19,3	42,9	21,5	**100,0**
North West	773	17,9	5,2	16,9	43,7	16,3	**100,0**
Gauteng	4 639	9,8	4,2	17,4	42,9	25,8	**100,0**
Mpumalanga	954	13,6	7,3	22,8	42,2	14,1	**100,0**
Limpopo	1 068	9,7	6,4	21,5	46,3	16,0	**100,0**
RSA	**13 352**	**10,2**	**4,5**	**18,6**	**45,5**	**21,2**	**100,0**
Geographic location							
Urban	10 320	9,5	4,0	17,8	45,8	22,9	**100,0**
Rural	3 032	12,6	6,3	21,1	44,3	15,8	**100,0**

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

Table 4.15 represents the number of workers by arrival time at work by province and geographical location. Nationally, a little more than forty-five per cent of the working population arrived at work between 07:00 and 07:59 in the morning (45,5%). Workers in Free State (52,3%), Eastern Cape (51,4%) and Western Cape (50,5%) had the highest percentages of people arriving at work during this period.

About 21% arrived at work at 08:00 in the morning or later. Provinces where most workers tended to arrive at work during this time were Gauteng (25,8%), followed by Eastern Cape and KwaZulu-Natal (both at approximately 22%).

Most urban workers (45,8%) were also more likely to arrive at work between 07:00 and 07:59 or later than rural workers (44,3%). On the other hand, rural workers were more likely to arrive at work before 07:00 than urban workers.

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

Province	Number of workers who walked to first public transport ('000)	Walking time (per cent within province)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Western Cape	644	69,7	18,9	5,7	5,7	**100,0**
Eastern Cape	215	56,0	25,9	8,9	9,2	**100,0**
Northern Cape	47	67,6	21,7	3,5	7,2	**100,0**
Free State	161	67,2	17,4	9,6	5,8	**100,0**
KwaZulu-Natal	662	50,9	24,0	13,5	11,6	**100,0**
North West	214	52,0	21,7	17,7	8,7	**100,0**
Gauteng	1 677	45,7	25,5	13,9	14,9	**100,0**
Mpumalanga	295	46,9	27,4	12,8	12,9	**100,0**
Limpopo	286	45,0	28,1	16,2	10,7	**100,0**
RSA	**4 202**	**52,1**	**24,0**	**12,3**	**11,5**	**4 202**

Totals used to calculate percentages excluded unspecified cases for walking time (in minutes).
Provincial comparisons have to be done with care due to boundary changes between 2003, 2013 and 2020.

It is evident from Table 4.16 that the distribution of walking times is very similar throughout the country. The majority of workers walked up to 5 minutes to reach their first transport in the morning (52,1%) and 24,0% walked between 6–10 minutes.

Nationally, only 11,5% of workers walked for more than 15 minutes to their first transport. Provinces where most workers tended to walk for the same duration were Gauteng (14,9%), Mpumalanga (12,9%) and KwaZulu-Natal (11,6%). These proportions were higher than the national percentage of 11,5%.

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

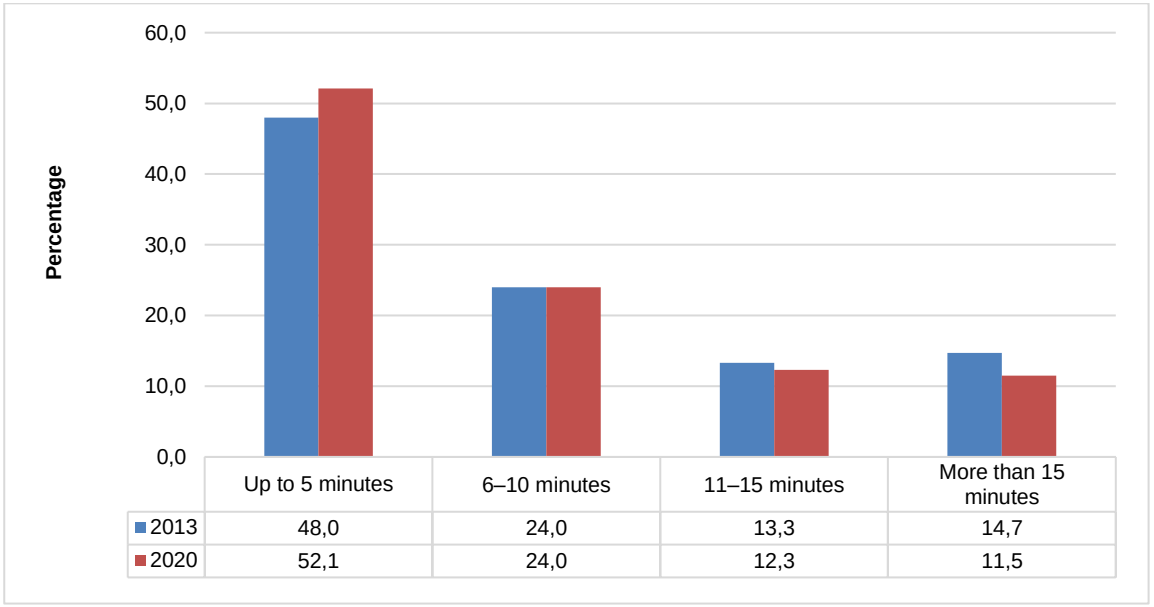


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased nationally from 14,7% in 2013 to 11,5% in 2020, while the percentage of workers who walked up to 5 minutes increased from 48,0% in 2013 to 52,1% in 2020. This represents a 4,1-percentage-point 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	135	27,9	12,3	18,9	40,9	**100,0**
Bus	635	50,5	26,8	12,0	10,7	**100,0**
Taxi	2 915	53,1	24,2	12,5	10,2	**100,0**
Total	**3 685**	**51,7**	**24,2**	**12,7**	**11,4**	**100,0**

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

Table 4.17 shows that train users were most likely to walk for more than 15 minutes to the station. Generally, walking times to taxis and buses show a similar distribution. However, slightly more of the taxi users (53,1%) as opposed to the bus users (50,5%) said that they walked for 5 minutes or less to get to their first transport.

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

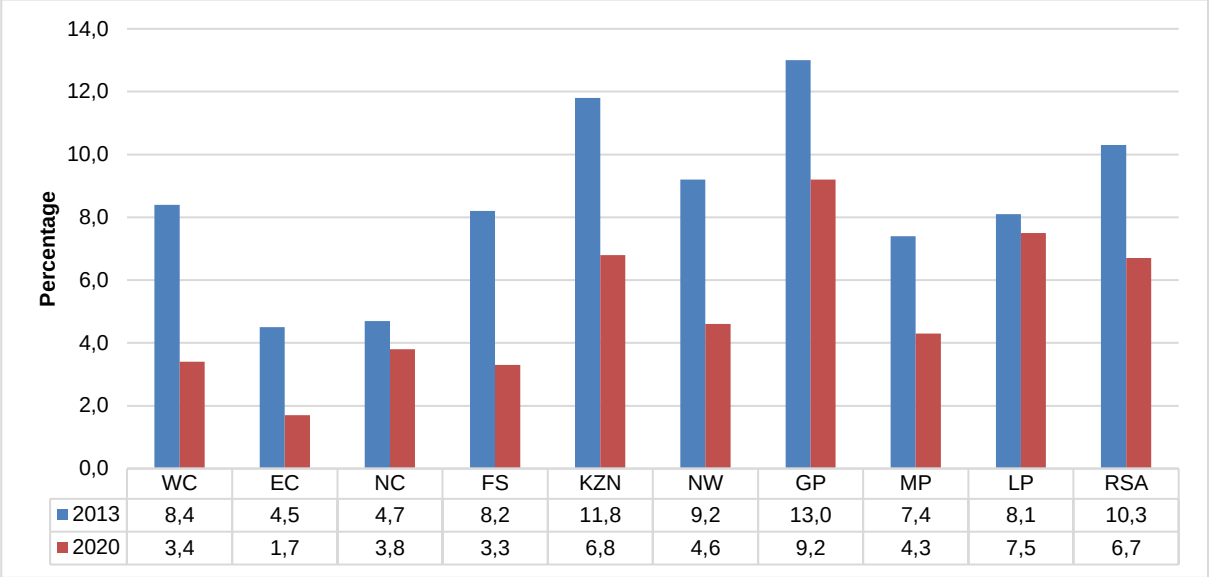
Province	Number of workers who waited for public transport ('000)	Waiting time (per cent within province)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Western Cape	494	78,2	15,2	3,3	3,4	**100,0**
Eastern Cape	168	77,1	16,8	4,4	1,7	**100,0**
Northern Cape	26	77,8	14,3	4,1	3,8	**100,0**
Free State	135	84,2	8,6	3,8	3,3	**100,0**
KwaZulu-Natal	588	67,5	15,1	10,6	6,8	**100,0**
North West	159	74,6	14,8	5,9	4,6	**100,0**
Gauteng	1 493	64,5	18,3	8,0	9,2	**100,0**
Mpumalanga	244	72,9	16,4	6,4	4,3	**100,0**
Limpopo	231	67,5	20,5	4,6	7,5	**100,0**
RSA	**3 539**	**69,6**	**16,7**	**7,0**	**6,7**	**100,0**

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

Table 4.18 represents the amount of time workers have to wait before their first public transport arrives by province. More than three-and-a-half million workers waited for their first public transport. More than two-thirds of the workers (69,6%) waited five minutes or less nationally, while workers in Free State (84,2%), Western Cape (78,2%) and Northern Cape (77,8%) were the most likely of all the provinces to wait for 5 minutes or less.

About 7% (6,7%) of all South African workers waited for more than 15 minutes for the first public transport. In Gauteng, 9,2% of the workers waited for more than 15 minutes or more, followed by 7,5% in Limpopo and 6,8% in KwaZulu-Natal.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2013	8,4	4,5	4,7	8,2	11,8	9,2	13,0	7,4	8,1	10,3
2020	3,4	1,7	3,8	3,3	6,8	4,6	9,2	4,3	7,5	6,7

Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all provinces.

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

Province	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
Western Cape	34	25,6	35,1	19,5	20,1	110	19,0	18,0	10,6	12,1	355	14,6	9,5	4,8	4,2
Eastern Cape	3	3,3	3,6	4,1	*	16	3,1	1,7	0,7	*	151	5,7	6,0	3,3	1,6
Northern Cape	*	*	*	*	*	9	1,7	0,8	*	3,0	18	0,7	0,6	0,5	0,1
Free State	*	*	*	*	*	37	7,7	1,4	4,5	2,6	99	4,0	2,2	1,7	2
KwaZulu-Natal	20	14,0	17,3	38,7	7,9	98	17,2	12,5	20,9	7,8	470	15,7	15,5	24,7	19,4
North West	*	*	*	*	*	27	3,6	6,2	4,0	6,9	133	5,1	3,8	3,9	2,9
Gauteng	74	55,9	44,0	37,6	72,0	117	15,9	25,6	24,0	27,4	1 345	44,3	52,4	54,7	60,0
Mpumalanga	*	*	*	*	*	141	23,4	19,6	25,6	27,0	106	4,0	3,4	2,8	1,8
Limpopo	*	*	*	*	*	61	8,4	14,2	9,7	13,2	172	6,0	6,7	3,4	7,9
RSA	**132**	**100,0**	**100,0**	**100,0**	**100,0**	**616**	**100,0**	**100,0**	**100,0**	**100,0**	**2 847**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.19 represents the number of workers by province and waiting time for the first public transport (train, bus and taxi). In terms of waiting times, the data show that taxi waiting times were much higher in Gauteng and KwaZulu-Natal than in all other provinces. Sixty per cent of the commuters using taxis in Gauteng and 19,4% of the commuters in KwaZulu-Natal waited for longer than 15 minutes for their taxis to arrive. In contrast to this, only 27,4% of bus service users in Gauteng and 7,8% in KwaZulu-Natal waited that long.

Of the 616 000 individuals who travelled to work by bus, the highest numbers were found in Mpumalanga (141 000), Gauteng (117 000) and Western Cape (110 000). In Mpumalanga, 27,0% of workers indicated that they waited for longer than 15 minutes for their bus to arrive.

Even though 130 000 commuters used trains, their waiting times were generally higher than those for other public transport types. More than half of all the train commuters live in Gauteng province, and more than three in ten live in Western Cape. More than seventy per cent of the users in Gauteng and twenty per cent of Western Cape commuters waited for more than 15 minutes for their trains to arrive.

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

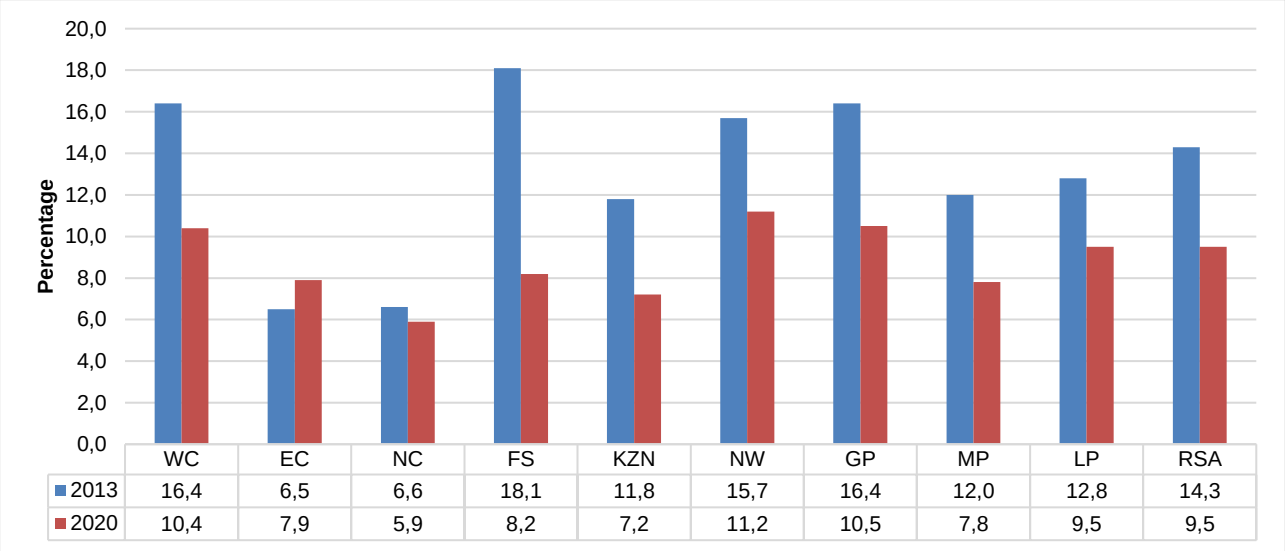
Province	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within province)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Western Cape	447	49,6	27,0	13,0	10,4	**100,0**
Eastern Cape	152	72,9	12,7	6,5	7,9	**100,0**
Northern Cape	24	70,6	19,3	4,2	5,9	**100,0**
Free State	121	62,9	18,4	10,4	8,2	**100,0**
KwaZulu-Natal	545	66,9	16,6	9,2	7,2	**100,0**
North West	128	70,5	11,9	6,3	11,2	**100,0**
Gauteng	1 345	54,6	23,2	11,7	10,5	**100,0**
Mpumalanga	209	63,4	21,4	7,3	7,8	**100,0**
Limpopo	204	63,8	16,1	10,6	9,5	**100,0**
RSA	**3 175**	**59,1**	**20,9**	**10,5**	**9,5**	**100,0**

Totals used to calculate percentages excluded unspecified cases.
Percentages calculated within provinces.

Table 4.20 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Nationally, almost three out of five commuters walked five minutes or less to get to their final destination (59,1%), and a further 20,9% walked between 6 and 10 minutes. Approximately eleven per cent of South African workers walked between 11 and 15 minutes after alighting from their transport (10,5%).

Eastern Cape (72,9%), Northern Cape (70,9%) and North West (70,5%) had the highest percentages of commuters who walked for 5 minutes or less to their place of work. About 11,2% of North West workers, 10,5% in Gauteng and 10,4% in Western Cape walked for more than 15 minutes.

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



By comparison, all provinces observed a decrease in the percentage of individuals who walked for 15 minutes or more, except Eastern Cape.

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

Province	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
Western Cape	32	33,6	35,8	22,1	19,2	86	14,0	19,2	24,2	18,0	329,0	10,9	17,2	15,4	14,4
Eastern Cape	3	3,3	3,3	0,7	4,2	14	3,5	1,2	1,8	1,1	135,0	6,5	3,2	3,5	4,6
Northern Cape	*	*	*	*	*	8	2,0	0,5	0,7	1,0	16,0	0,7	0,8	0,3	0,4
Free State	*	*	*	*	*	31	6,3	4,5	6,0	5,1	90,0	3,7	3,3	3,7	3,3
KwaZulu-Natal	16	23,8	7,5	5,8	15,2	93	19,1	13,0	14,9	21,2	436,0	19,4	14,1	16,2	10,9
North West	*	*	*	*	*	24	5,3	2,8	4,2	4,7	104,0	4,8	2,3	2,3	5,5
Gauteng	66	39,2	53,5	71,4	61,3	91	16,1	21,4	16,1	17,1	1188,0	43,8	51,6	50,8	52,5
Mpumalanga	*	*	*	*	*	123	22,7	29,9	18,6	21,6	85,0	4,0	2,7	2,1	2,2
Limpopo	*	*	*	*	*	55	10,9	7,6	13,5	10,2	149,0	6,3	4,7	5,7	6,4
RSA	**117**	**100,0**	**100,0**	**100,0**	**100,0**	**524**	**100,0**	**100,0**	**100,0**	**100,0**	**2 533**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.21 shows that more than half of the workers who had to walk for more than 15 minutes to their workplace, after being dropped off by a taxi, lived in Gauteng (52,5%), 14,4% lived in Western Cape and 10,9% resided in KwaZulu-Natal.

Users of bus services who had to walk for more than 15 minutes were more likely to live in Mpumalanga (21,6%), followed by KwaZulu-Natal (21,2%), Western Cape (18,0%) and Gauteng (17,1%). Slightly more than sixty per cent of train users who said they walked more than 15 minutes were from Gauteng (61,3%) and a further 19,2% resided in Western Cape.

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

Main mode of travel and total time in minutes	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean (minutes)	105	95	*	*	110	*	107	*	*	107
1–30	0,2	*	*	*	4,5	*	4,5	*	*	3,1
31–60	23,5	17,6	*	*	6,0	*	14,5	*	*	15,9
61+	76,4	82,4	*	*	89,5	*	81,0	*	*	81,0
Total	**100,0**	**100,0**	*****	*****	**100,0**	*****	**100,0**	*****	*****	**100,0**
Bus										
Mean (minutes)	87	67	52	79	74	89	93	92	75	84
1–30	3,6	13,7	40,6	10,2	9,7	16,0	6,5	8,2	15,4	9,2
31–60	39,0	48,3	31,6	24,7	35,3	24,9	22,6	28,1	32,3	30,7
61+	57,3	38,0	27,8	65,1	55,0	59,1	70,8	63,7	52,3	30,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (minutes)	66	48	45	45	61	54	70	51	54	63
1–30	20,5	34,8	37,6	40,4	19,5	30,0	14,7	37,9	31,4	21,4
31–60	33,2	47,4	49,6	44,1	43,1	45,8	39,1	41,2	42,6	40,6
61+	46,3	17,8	12,8	15,5	37,4	24,2	46,2	20,8	26,0	38,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver										
Mean (minutes)	42	37	30	36	44	31	51	44	40	44
1–30	47,2	57,4	73,5	63,1	45,4	66,4	37,3	54,4	58,7	47,1
31–60	34,1	29,8	17,6	25,0	36,4	26,3	39,1	30,9	26,3	34,2
61+	18,7	12,9	8,8	11,8	18,2	7,2	23,7	14,7	14,9	18,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger										
Mean (minutes)	48	42	39	40	47	38	53	67	50	49
1–30	37,6	48,7	58,8	58,6	48,2	51,5	31,6	28,4	40,4	40,4
31–60	45,1	34,5	19,7	25,5	29,7	38,7	40,5	30,1	38,0	36,8
61+	17,3	16,8	21,5	15,8	22,1	9,8	27,9	41,5	21,6	22,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way										
Mean (minutes)	23	28	26	29	34	28	35	37	32	31
1–30	83,6	74,1	76,4	73,2	65,6	72,7	62,2	60,0	69,3	69,3
31–60	12,3	18,7	17,3	20,2	23,8	19,7	24,1	28,4	22,3	21,4
61+	4,1	7,2	6,2	6,7	10,6	7,7	13,8	11,6	8,4	9,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,1**	**100,1**	**100,0**	**100,0**	**100,0**

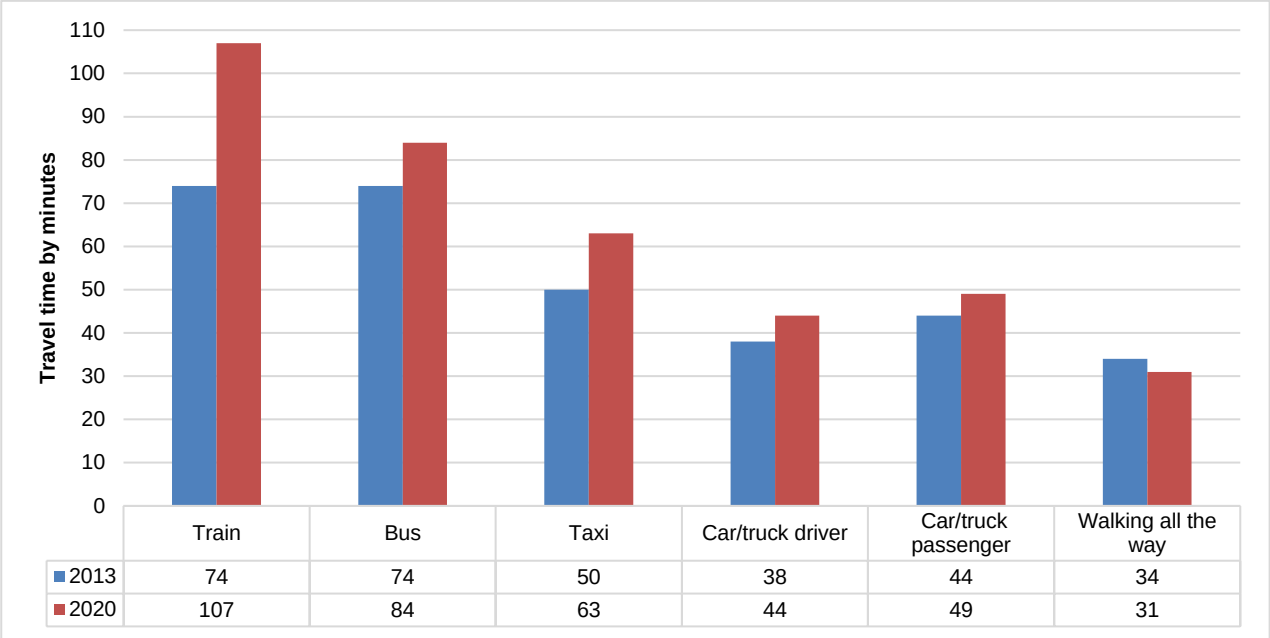
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals do not include unspecified case.

Nationally, more than eight in ten workers using trains tended to travel for more than 60 minutes to work, as shown in Table 4.22. In KwaZulu-Natal, Western Cape, Eastern Cape and Gauteng, the time taken to travel by train was mostly more than an hour.

Most of the workers who travelled by taxi took between 30 to 60 minutes to reach their place of work (40,6%). About 21% (21,4%) travelling by taxi needed more than an hour to reach their destination, and 38,0% of workers needed 30 minutes or less. Free State (40,4%), Mpumalanga (37,9%) and Northern Cape (37,6%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi.

The highest proportion of workers who walked all the way or used a car/bakkie/truck as a passenger or driver travelled for 30 minutes or less. Workers who drove to their place of work for more than an hour were mostly found in Gauteng (23,7%), Western Cape (18,7%) and KwaZulu-Natal (18,2%).

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	Walking all the way
2013	74	74	50	38	44	34
2020	107	84	63	44	49	31

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

In 2020, workers who used public transport experienced long travel time in the morning to access their workplace; train users travelled for 107 minutes, bus travellers 84 minutes and taxi users travelled 63 minutes. Those who travelled by car/bakkie/truck as a passenger needed 49 minutes and those who drove took 44 minutes.

Map 4.3: Number of workers who travelled more than 60 minutes to work per district, 2020

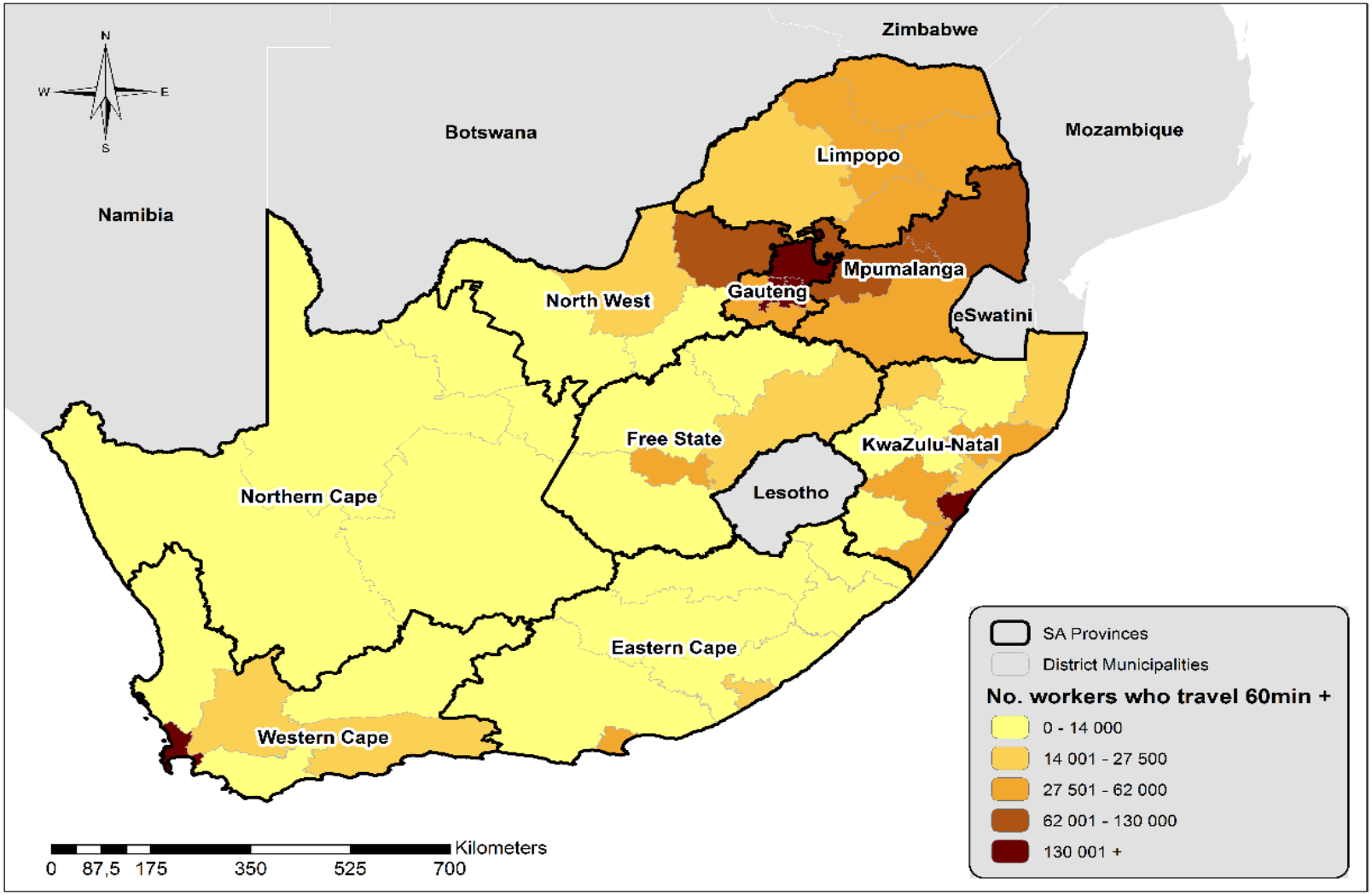


Table 4.23: Monthly cost of transport by main mode and province, 2020

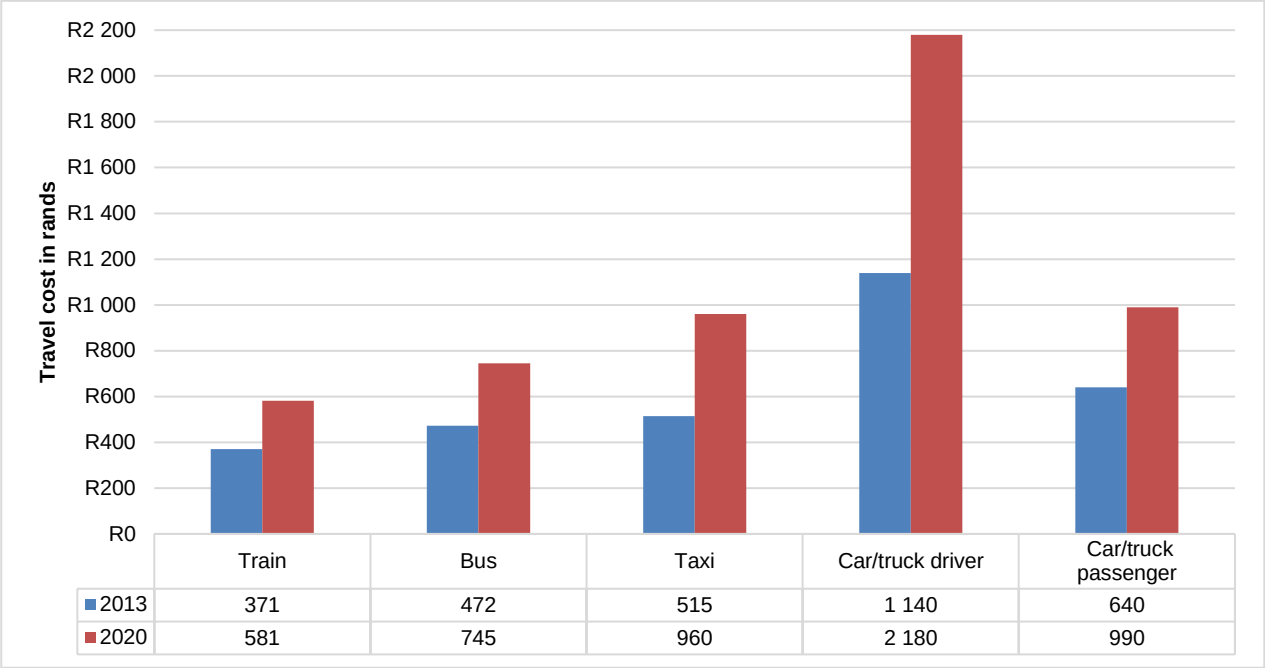
Mode and monthly payment in rand	Province									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Train										
Mean(rand)	346	148	*	*	277	*	838	*	*	581
1-100	*	19,3	*	*	5,8	*	1,0	*	*	1,8
101-200	31,8	64,1	*	*	22,2	*	36,7	*	*	33,5
200+	68,2	16,6	*	*	71,9	*	62,3	*	*	64,7
Total	**100,0**	**100,0**	*****	*****	**100,0**	*****	**100,0**	*****	*****	**100,0**
Bus										
Mean(rand)	679	1 123	354	982	633	820	885	776	465	745
1-100	*	1,6	41,8	.	1,4	1,7	0,9	2,1	1,6	1,7
101-200	5,2	*	3,0	5,4	3,1	3,5	1,9	1,1	2,9	2,8
200+	94,5	98,4	55,2	94,6	95,5	94,8	97,2	96,8	95,5	95,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean(rand)	649	943	728	518	749	720	1 238	754	704	960
1-100	0,1	1,3	0,8	1,3	0,9	0,4	0,5	1,5	0,6	0,6
101-200	1,5	2,3	1,1	0,6	0,7	0,6	0,5	1,8	1,0	0,9
200+	98,4	96,4	98,1	98,1	98,4	99,0	99,0	96,8	98,5	98,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver										
Mean(rand)	1 305	1 994	1 438	2 146	2 414	3 095	2 356	3 639	2 502	2 180
1-100	10,1	3,7	11,0	3,4	1,2	3,8	3,0	8,0	2,2	4,5
101-200	8,1	1,4	9,6	0,6	0,6	0,5	0,9	2,2	2,4	4,6
200+	81,8	94,9	79,4	96,0	98,3	95,7	96,1	89,8	95,4	92,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger										
Mean(rand)	710	700	944	652	915	682	1 540	980	615	990
1-100	5,0	2,4	5,3	.	0,3	.	0,8	1,3	4,0	1,8
101-200	18,2	7,3	5,1	7,9	8,5	2,2	.	9,0	7,7	7,3
200+	76,8	90,2	89,6	92,1	91,2	97,8	99,2	89,8	88,3	90,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**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.
Totals do not include unspecified case.

Table 4.23 shows that travel costs were the highest for those who travelled by car/bakkie/truck (R2 180) as their mode of travel, as opposed to taxi users (R960), using a car/bakkie/truck as a passenger (R990) and bus users (R745).

Travelling by train was the least expensive mode of travel, with a mean of R581.

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	371	472	515	1 140	640
2020	581	745	960	2 180	990

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

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R2 180, followed by taxis (R960), car/truck passenger (R990) and buses (R745). Using a train 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 R960, followed by buses (R745) and trains (R581).

4.4 Summary

The majority of the working population worked for five days per week. Western Cape (74,9%), Gauteng (63,7%) and KwaZulu-Natal (62,8%) had the highest percentage of workers who worked for five days a week and the lowest percentages of workers who worked for five days per week were found in North West (46,7%), Limpopo (53,2%) and Free State (55,5%). Workers in urban areas were more likely to work for five days a week compared to rural workers, with about sixty per cent of urban (64,5%) workers indicating that they worked five days a week.

Nationally, the main mode of transport used to work was a private car as a driver, followed by taxis. Walking all the way was also indicated as a popular mode of transport. There was a slight increase in the proportion of workers who walked all the way to work in South Africa between 2013 and 2020. 'Walking all the way' was more likely to occur in Northern Cape (40,6%) than anywhere else in the country in 2013, whilst in 2020, Limpopo residents were more likely to walk than residents of other provinces (35,9%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way. In contrast, in the urban areas, workers indicated it was their choice to walk all the way to work.

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.

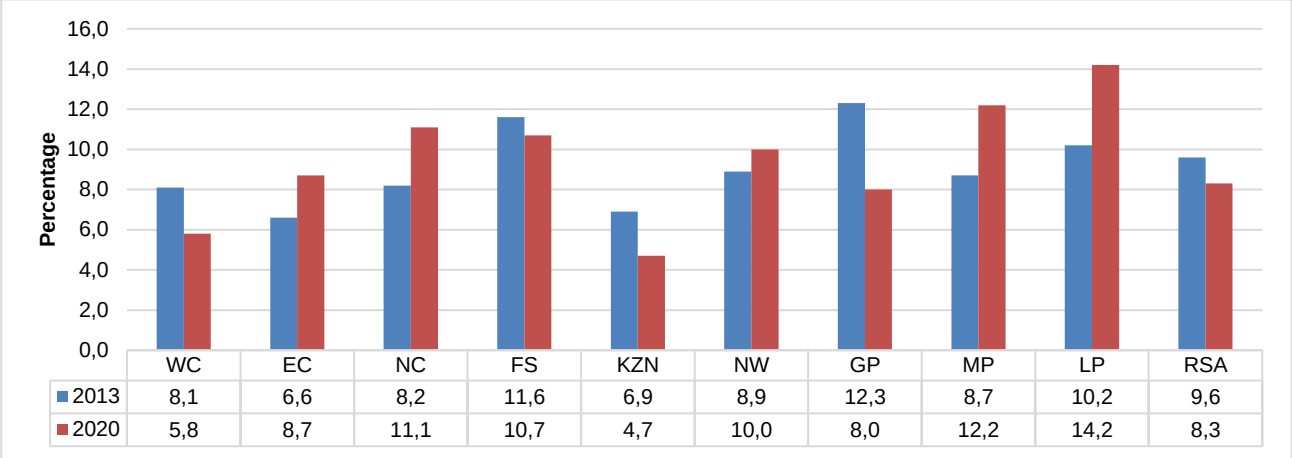
Table 5.1: Incidence of business trips during the past calendar month by province and geographic location, 2020

Province	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 RSA
Western Cape	2 389	139	5,8	10,1
Eastern Cape	1 317	115	8,7	8,3
Northern Cape	356	40	11,1	2,9
Free State	791	84	10,7	6,1
KwaZulu-Natal	2 591	121	4,7	8,8
North West	961	96	10,0	6,9
Gauteng	5 668	456	8,0	33,0
Mpumalanga	1 157	141	12,2	10,2
Limpopo	1 337	190	14,2	13,7
RSA	**16 567**	**1 383**	**8,3**	**100,0**
Geographic location				
Urban	12 645	1030	8,1	74,5
Rural	3 922	353	9,0	25,5

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

Table 5.1 presents the distribution of people who took business trips during the calendar month preceding the survey by province. Of the 16,6 million workers aged 15 years and older who were interviewed, only 1,4 million indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Gauteng (33,0%), 13,7% were from Limpopo, 10,2% from Mpumalanga and 10,1% were from Western Cape. Northern Cape (2,9%) contributed the least to the national business travel count.

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



Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by province. In 2013, Gauteng had the highest proportion of workers who were most likely to take business trips, while in 2020, Limpopo took the lead. There was a decline of 4,3% in Gauteng and an increase of the same proportion in Limpopo between 2013 and 2020.

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

Province	Number of workers who undertook business trips ('000)	Number of business trips (per cent within province)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Western Cape	139	85,7	3,1	5,5	5,3	0,4	**100,0**
Eastern Cape	115	88,4	5,8	1,1	3,2	1,6	**100,0**
Northern Cape	40	88,6	5,2	4,2	2,0	*	**100,0**
Free State	84	83,9	7,1	1,8	3,5	3,8	**100,0**
KwaZulu-Natal	121	84,3	5,6	3,7	5,6	0,9	**100,0**
North West	96	90,6	3,5	3,6	0,7	1,6	**100,0**
Gauteng	456	90,6	5,0	3,1	0,4	0,9	**100,0**
Mpumalanga	141	92,2	4,3	1,0	0,5	2,1	**100,0**
Limpopo	190	89,7	5,7	1,5	2,0	1,1	**100,0**
RSA	**1 383**	**88,9**	**5,0**	**2,8**	**2,1**	**1,2**	100,0

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

Table 5.2 shows that, of the workers who indicated that they undertook business trips, 88,9% undertook one to five trips during the reference period. Business travellers who undertook six to ten trips were at 5,0% while a small percentage (1,2%) undertook more than twenty trips.

The highest proportion of business travellers who undertook one to five trips were in Mpumalanga (92,2%), Gauteng (90,6%), North West (90,6%) and Limpopo (89,7%). Among those who undertook more than twenty business trips, most were from Free State (3,8%) and Mpumalanga (2,1%).

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

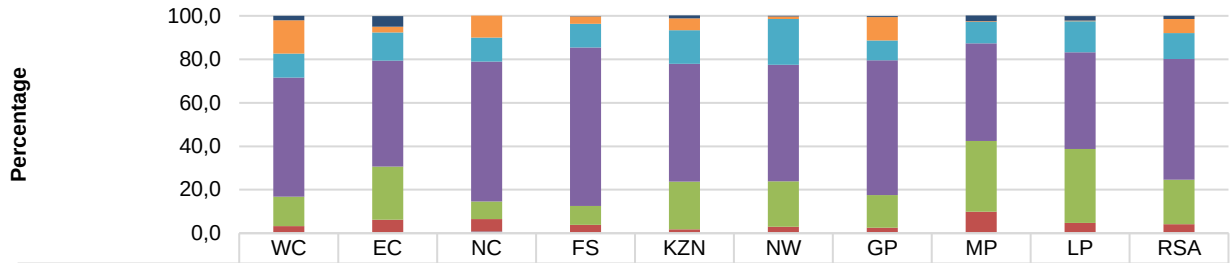
Mode of travel		Statistics ('000)	Province									RSA
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Public transport	Train	Number	*	*	*	*	*	*	2	*	*	3
		Per cent	*	*	*	*	*	*	0,4	*	*	0,2
	Bus	Number	4	7	2	3	2	3	10	14	9	54
		Per cent	3,0	6,2	5,8	3,7	1,8	3,0	2,1	9,9	4,6	3,9
	Taxi	Number	19	28	3	7	27	20	69	46	65	284
		Per cent	13,6	24,4	8,1	8,7	22,0	20,9	15,1	32,5	34,0	20,5
Private transport	Car/truck driver	Number	76	56	25	62	66	51	283	63	85	767
		Per cent	54,8	48,8	64,3	73,0	54,1	53,6	62,0	44,9	44,5	55,5
	Car/truck passenger	Number	15	15	4	9	19	20	42	14	27	166
		Per cent	11,1	13,0	11,1	10,8	15,5	21,0	9,1	9,9	14,3	12,0
Aircraft		Number	21	3	4	3	7	*	49	*	*	89
		Per cent	15,3	2,6	10,1	3,4	5,5	*	10,7	*	*	6,4
Other modes		Number	3	6	*	*	2	*	2	4	4	20
		Per cent	2,0	4,9	*	*	1,3	*	0,5	2,6	2,1	1,5
Total		**Number**	**139**	**115**	**40**	**84**	**121**	**96**	**456**	**141**	**190**	**1 383**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.3 presents the main mode of travel used for business trips by province. Nationally, most (55,5%) business trips were made using private cars or truck as drivers. The second most used mode of travel for business trips were taxis at 20,5%.

Free State (73,0%), Northern Cape (64,3%) and Gauteng (62,0%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel. Concerning the business trips made by taxis, business travellers in Limpopo (34,0%) and Mpumalanga(32,5%) were more likely to use this mode than in any other province. Travelling by car/truck as a passenger also showed significant percentages of business travellers who used this mode, and out of the twelve per cent (12,0%) reported nationally, North West (21,0%) had the highest percentage, followed by KwaZulu-Natal and Limpopo at 15,5% and 14,3%, respectively.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Other modes	2,0	4,9	0,0	0,2	1,3	0,3	0,5	2,6	2,1	1,5
Aircraft	15,3	2,6	10,1	3,4	5,5	1,2	10,7	0,3	0,3	6,4
Car/truck passenger	11,1	13,0	11,1	10,8	15,5	21,0	9,1	9,9	14,3	12,0
Car/truck driver	54,8	48,8	64,3	73,0	54,1	53,6	62,0	44,9	44,5	55,5
Taxi	13,6	24,4	8,1	8,7	22,0	20,9	15,1	32,5	34,0	20,5
Bus	3,0	6,2	5,8	3,7	1,8	3,0	2,1	9,9	4,6	3,9
Train	0,2	0,0	0,7	0,1	0,0	0,0	0,4	0,0	0,1	0,2

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by province. Most business travellers (55,5%) travelled by car/truck as a driver. The second most commonly used mode of transport was taxis (20,5%). Taxis were most likely to be used in Limpopo (34,0%), Mpumalanga (32,5%), while 24,4% of travellers in Eastern Cape also used this mode. Of the trips made using a car/truck as a passenger, North West had the highest proportion (21,0%), followed by KwaZulu-Natal (15,5%) and Limpopo (14,3%).

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

Province of origin	Province of destination (per cent within province of origin)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
WC	75,2	9,9	0,9	3,5	*	*	8,8	*	*	**100,0**
EC	2,6	80,6	*	1,1	8,0	*	5,1	*	1,0	**100,0**
NC	6,4	*	61,1	6,3	*	3,7	19,8	*	*	**100,0**
FS	2,8	*	7,5	67,6	2,5	1,8	13,7	*	*	**100,0**
KZN	1,8	2,6	*	1,8	80,6	*	7,8	3,6	*	**100,0**
NW	*	1,8	5,5	4,4	*	57,1	23,4	*	*	**100,0**
GP	5,4	5,7	1,3	4,2	6,9	4,3	60,3	4,4	7,4	**100,0**
MP	*	*	*	*	2,5	*	21,9	70,0	4,0	**100,0**
LP	*	0,6	*	*	*	*	12,4	5,7	79,0	**100,0**
RSA	**10,4**	**10,2**	**3,3**	**6,7**	**10,9**	**5,7**	**28,9**	**9,7**	**14,1**	**100,0**

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

Table 5.4 presents the percentage of business trips by the province of origin and destination. The vast majority of business trips undertaken by workers were within their province of residence. KwaZulu-Natal (80,6%), Eastern Cape (80,6%) and Limpopo (79,0%) had the most business trips undertaken within the province.

The results also show that if business trips were undertaken beyond one's province, Gauteng was the most common business destination and accounted for more than one-third of business trips in the country (28,9%). Many of these trips originated in North West (23,4%), Mpumalanga at 21,9%, and Northern Cape at almost 20,0%. Northern Cape was the least preferred business destination with just over 3,0%, followed by North West at 5,7% of the trips.

5.2 Summary

Of the 16,6 million workers aged 15 years and older who were interviewed, only 1,4 million indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Gauteng (33,0%),13,7% were from Limpopo, 10,2% from Mpumalanga and 10,1% were from Western Cape. Northern Cape (2,9%) contributed the least to the national business travel count.

Most (55,5%) business trips were made using a private car or truck as the driver. The second most used mode of travel for business trips were taxis at 20,5%. The majority of business trips undertaken by workers were within their province of residence; however, if business trips were to be taken outside the province of origin, Gauteng would be the most common business destination.

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

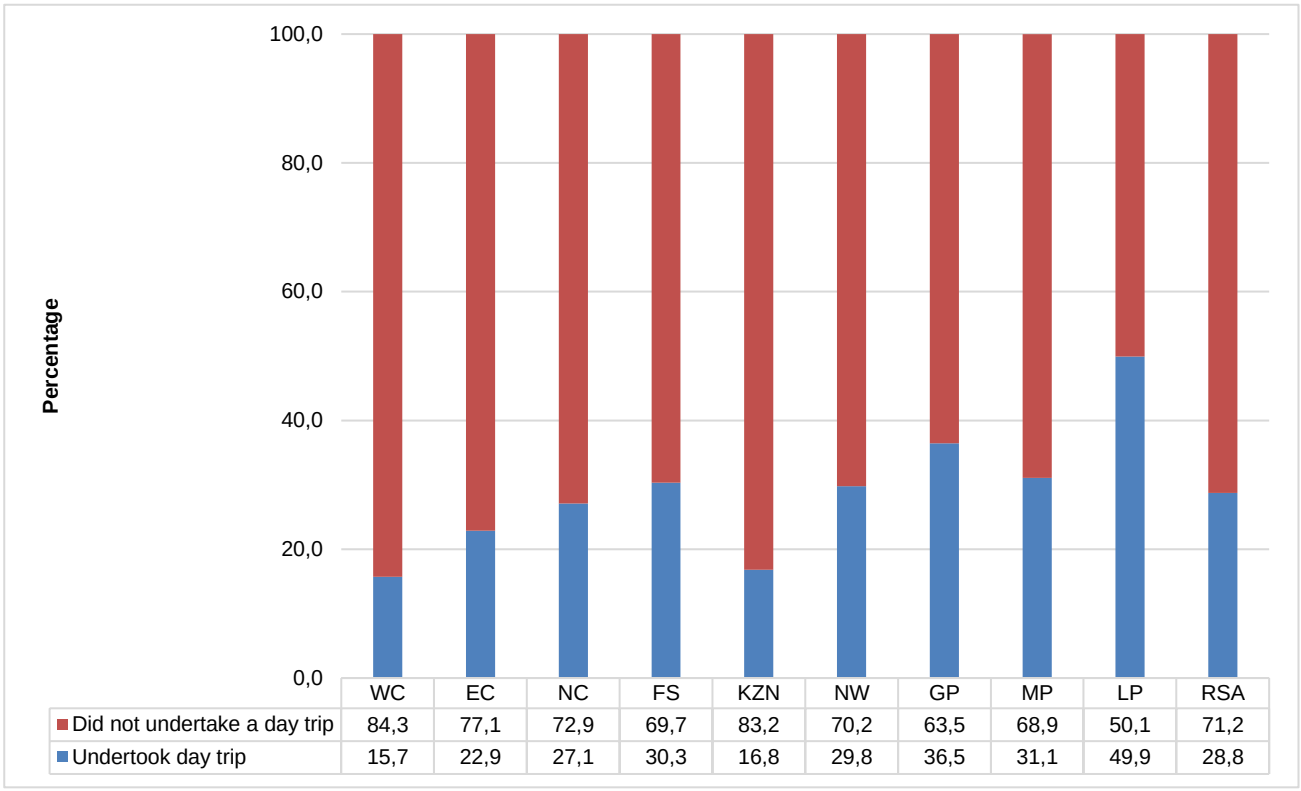
Province	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in RSA
Western Cape	5 213	821	6,7
Eastern Cape	4 489	1 027	8,4
Northern Cape	908	246	2,0
Free State	2 060	625	5,1
KwaZulu-Natal	7 781	1 308	10,7
North West	2 865	853	7,0
Gauteng	11 731	4 279	35,2
Mpumalanga	3 246	1 008	8,3
Limpopo	4 010	2 002	16,5
RSA	**42 304**	**12 169**	**100,0**

Percentages calculated across provinces, with RSA.
The totals used to calculate percentages excluded unspecified cases.

Table 6.1 summarises the day trips taken away from the usual place of residence in the twelve months prior to the interview. A total of 42,3 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 12,2 million individuals indicated that they had undertaken day trips.

Gauteng had the highest proportion of persons who had undertaken day trips at 35,2%, followed by Limpopo (16,5%) and KwaZulu-Natal at 10,7%. Northern Cape (2,0%) had the smallest proportion of persons who undertook a day trip in the twelve months prior to the interview.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not undertake a day trip	84,3	77,1	72,9	69,7	83,2	70,2	63,5	68,9	50,1	71,2
Undertook day trip	15,7	22,9	27,1	30,3	16,8	29,8	36,5	31,1	49,9	28,8

Persons aged 15 years and older who reside in Limpopo (49,9%) were most likely to take day trips, followed by Gauteng (36,5%), Mpumalanga (31,1%) and Free State (30,3%).

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

	Province (per cent within province)									
Main purpose of trip	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Visit friends/family/ancestral home	34,1	34,7	32,5	37,8	40,3	36,1	52,9	46,3	36,8	**43,2**
Leisure/holiday	36,3	12,3	5,3	12,9	7,4	5,3	10,4	11,1	6,2	**11,0**
Shopping	8,8	13,1	21,8	14,1	16,5	26,6	9,6	11,6	25,4	**15,0**
Sporting	1,4	2,1	1,8	1,4	1,6	2,0	2,0	1,9	2,3	**1,9**
Funeral	3,3	7,0	8,5	11,5	4,9	6,4	8,1	8,5	6,3	**7,1**
Medical	2,3	5,6	6,0	1,9	5,5	3,7	1,5	1,6	1,8	**2,6**
Government services	1,3	2,5	2,2	1,7	1,8	3,1	0,7	0,8	1,3	**1,4**
Looking for work	2,0	5,7	4,1	4,3	6,8	3,1	2,3	7,2	5,8	**4,2**
Wellness (e.g. spa, health farm, etc.)	0,3	0,3	0,3	0,1	0,3	0,2	0,3	0,3	0,1	**0,3**
Religious/cultural/traditional	3,5	7,1	6,4	5,0	5,3	5,9	3,7	7,0	7,5	**5,3**
Wedding	1,5	0,7	1,1	1,5	2,1	1,6	3,6	0,8	1,8	**2,2**
Other	5,3	9,1	10,0	7,8	7,5	6,1	5,0	2,8	4,8	**5,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.2 shows that nationally, the most common reasons for taking a day trip were visiting friends/family/ancestral home (43,2%). Shopping was the second most reason cited for taking a day trip at 15,0%, followed by leisure/holiday at 11,0%. Seven per cent of day trips made were for funeral events (7,1%), and 5,3% of day trips were made for religious/traditional purposes.

When considering provincial distributions, shopping for personal or business purposes was the most popular purpose in North West (26,6%) for persons who undertook day trips, followed by Limpopo (25,4%) and Northern Cape (21,8%). Western Cape (36,3%), Eastern Cape (12,3%) and Mpumalanga (11,1%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Free State (11,5%), Mpumalanga and Northern Cape (both at 8,5%) and Gauteng at 8,1%.

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

Mode of travel		Statistics ('000)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	7	4	2	2	3	4	71	*	*	**95**
		Per cent	0,8	0,4	0,9	0,3	0,3	0,5	1,7	*	*	**0,8**
	Bus	Number	44	90	10	53	118	44	248	106	172	**885**
		Per cent	5,4	8,8	4,0	8,4	9,1	5,2	5,8	10,5	8,6	**7,3**
	Taxi	Number	13	468	64	239	669	484	1 607	491	1 180	**5 336**
		Per cent	16,2	45,5	26,0	38,3	51,2	56,7	37,6	48,7	59,0	**43,9**
Private transport	Car/truck driver	Number	321	181	58	144	190	126	1 155	169	268	**2 612**
		Per cent	39,2	17,6	23,5	23,1	14,6	14,7	27,0	16,8	13,4	**21,5**
	Car/truck passenger	Number	288	176	86	150	194	168	1 027	180	281	**2 550**
		Per cent	35,2	17,1	34,9	24,0	14,8	19,7	24,0	17,9	14,0	**21,0**
Other		Number	16	45	15	32	41	8	104	20	14	**297**
		Per cent	2,0	4,4	5,9	5,2	3,1	1,0	2,4	2,0	0,7	**2,4**
Walking		Number	10	64	12	4	91	19	65	40	87	**392**
		Per cent	1,2	6,2	4,8	0,7	7,0	2,2	1,5	3,9	4,3	**3,2**
Total		**Number**	**819**	**1 027**	**246**	**625**	**1 308**	**853**	**4 279**	**1 008**	**2 002**	**12 167**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows persons who undertook day trips by mode of travel. It shows that persons who undertook day trips mostly used taxis (43,9%) as their mode of travel. Usage of a car/bakkie/truck as a driver (21,5%) was the second most used mode of travel, followed by travelling by car/bakkie/truck as a passenger (21,0%).

Fifty-nine per cent of day trip travellers in Limpopo used taxis as their main mode of travel, followed by North West (56,7%) and KwaZulu-Natal (51,2%). Travelling by car/bakkie/truck as a driver was commonly used by travellers in Western Cape (39,2%), followed by Gauteng at 27,0%.

Eastern Cape had the highest proportion of persons who walked all the way during their day trips (6,2%), followed by Northern Cape (4,8%) and Limpopo at 4,3%.

6.3 Overnight trips

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

Province	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Western Cape	5 213	708	6,6
Eastern Cape	4 489	683	6,4
Northern Cape	908	237	2,2
Free State	2 060	509	4,8
KwaZulu-Natal	7 781	889	8,3
North West	2 865	858	8,0
Gauteng	11 731	4 669	43,6
Mpumalanga	3 246	623	5,8
Limpopo	4 010	1 533	14,3
Total	**42 304**	**10 708**	**100**

Percentages calculated across provinces, within RSA.

Table 6.4 summarises overnight trips taken away from the usual residence in the twelve months prior to the interview. Out of the 42,3 million persons aged 15 years and older, close to 10,7 million indicated that they undertook overnight trips away from their usual place of residence during the preceding twelve months. Gauteng (43,6%) had the highest proportion of persons who undertook overnight trips, and Limpopo followed at 14,3%. Northern Cape (2,2%) had the smallest proportion of persons who undertook overnight trips.

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

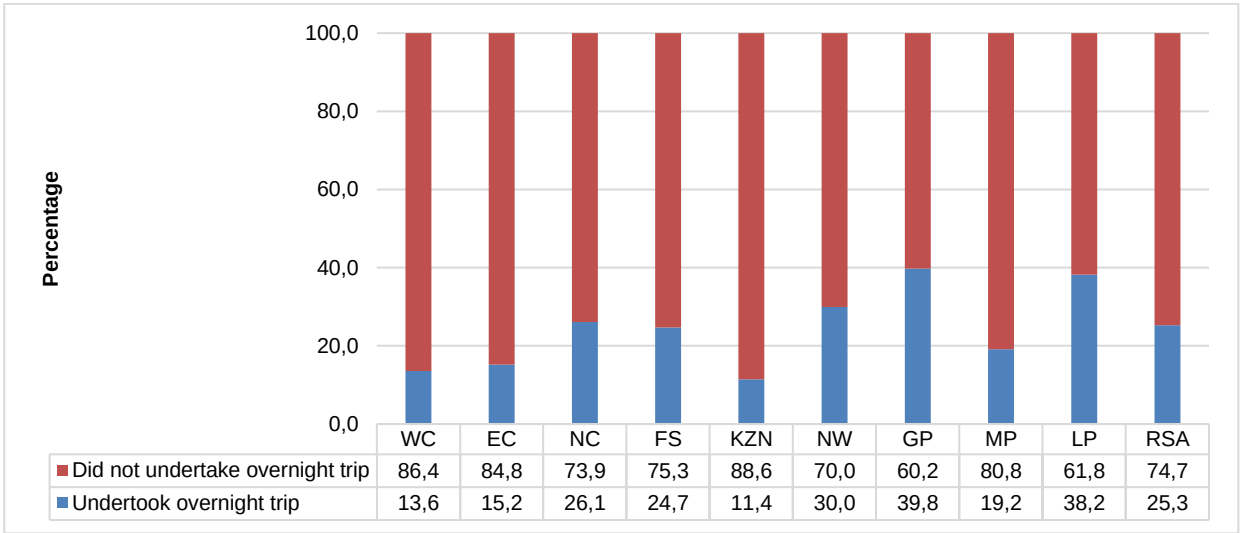


Figure 6.2 shows the percentage of individuals who took overnight trips. Nationally, just a quarter of persons undertook overnight trips, with those living in Gauteng (39,8%) reporting the highest proportion, followed by Limpopo at 38,2%.

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

Main purpose of trip	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Visit friends/family/ancestral home	45,9	50,5	52,3	50,6	66,0	61,7	66,1	59,4	53,9	60,2
Leisure/holiday	33,4	16,5	9,4	17,7	6,4	7,5	18,5	15,5	7,1	15,4
Shopping	0,2	0,6	1,9	1,1	0,9	0,3	0,2	1,9	1,3	0,6
Sporting	0,7	0,8	1,4	0,6	0,5	0,2	0,2	0,3	0,6	0,4
Funeral	5,4	6,3	13,6	11,2	4,8	11,8	7,2	8,1	13,6	8,5
Medical	2,6	2,4	3,2	1,5	1,9	1,1	0,1	0,7	1,0	0,9
Government services	0,4	1,6	0,7	1,4	1,1	0,8	0,2	0,3	0,5	0,6
Looking for work	1,0	5,0	2,6	2,7	4,2	2,2	0,3	1,8	5,0	2,0
Wellness (e.g. spa, health farm, etc.)	0,2	0,1	0,2	0,1	0,3	0,2	0,1	0,1	0,0	0,1
Religious/cultural/traditional	5,4	7,7	8,0	5,9	8,0	9,3	2,9	8,5	11,5	6,1
Wedding	1,7	1,1	2,0	1,7	1,4	1,2	1,5	0,5	1,6	1,4
Other	3,0	7,3	4,8	5,5	4,5	3,8	2,7	2,9	4,0	3,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Visiting friends/family/ancestral home (60,2%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 15,4% of those who said that they were travelling for leisure/holiday. Approximately 9% (8,5%) of persons who undertook overnight trips travelled to attend funerals.

Provincially, the same pattern was observed where visiting friends/family/ancestral home was indicated as the main purpose for undertaking overnight trips. Travelling to attend funerals was most common in Limpopo (13,6%), Northern Cape (13,6%), North West (11,8%) and Free State (11,2%). Religious trips were important in Limpopo (11,5%), North West (9,3%), Mpumalanga (8,5%) and KwaZulu-Natal and Northern Cape (both at 8,0%). Travelling for wellness was the purpose least indicated for undertaking overnight trips across all the provinces.

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

Mode of travel		Statistics ('000)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	6	1	3	1	3	4	37	2	*	**57**
		Per cent	0,8	0,2	1,1	0,2	0,4	0,5	0,8	0,2	*	**0,5**
	Bus	Number	72	71	17	41	77	77	508	61	211	**1 135**
		Per cent	10,2	10,4	7,4	8,0	8,7	9,0	10,9	9,8	13,8	**10,6**
	Taxi	Number	151	330	70	200	482	445	1 759	303	835	**4 575**
		Per cent	21,3	48,3	29,7	39,3	54,3	51,9	37,6	48,6	54,4	**42,7**
Private transport	Car/truck driver	Number	200	107	50	115	110	115	915	116	195	**1 923**
		Per cent	28,2	15,7	21,2	22,6	12,4	13,4	19,6	18,6	12,7	**18,0**
	Car/truck passenger	Number	205	126	82	112	131	188	1 059	112	242	**2 256**
		Per cent	28,9	18,5	34,7	22,1	14,7	22,0	22,7	18,0	15,8	**21,1**
Aircraft		Number	43	29	1	6	40	7	326	5	7	**464**
		Per cent	6,1	4,2	0,6	1,1	4,5	0,8	7,0	0,9	0,4	**4,3**
Other		Number	31	19	12	34	46	21	67	24	44	**299**
		Per cent	4,4	2,8	5,2	6,7	5,2	2,4	1,4	3,9	2,9	**2,8**
Total		**Number**	**708**	**683**	**235**	**509**	**888**	**858**	**4 671**	**623**	**1 533**	**10 708**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**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.
Percentages calculated within provinces.

About 43% (42,7%) of overnight trips were made by persons using taxis to reach their main destination, followed by car/bakkie/truck passengers at 21,1%, while 18,0% preferred a car/bakkie/truck as a driver as their main mode of overnight travel. Only 10,6% of travellers made use of buses.

Limpopo, KwaZulu-Natal and North West had the highest proportion (more than 50%) of persons who used taxis as their main mode of travel. Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Northern Cape (34,7%), followed by Western Cape (28,9%).

Being a passenger or driver in a car/bakkie/truck accounted for more than twenty-eight per cent of the preferred mode of travel in Western Cape (28,2%), 22,1% in Free State, Northern Cape (21,2%) and 19,6% in Gauteng.

6.4 Summary

Gauteng had the highest proportion of persons who undertook day trips at 35,2%, followed by Limpopo (16,5%) and KwaZulu-Natal at 10,7%, while Northern Cape (2,0%) had the smallest proportion. Nationally, the most common reasons for taking a day trip were visiting friends/family/ancestral home (43,2%), followed by shopping at 15,% and leisure/holiday at 11,0%. Travelling by taxi (43,9%) was the main mode of travel used for day trips, followed by travelling by car/bakkie/truck as a driver and travelling by car/bakkie/truck as a passenger at approximately 21%.

Close to 10,7 million respondents indicated that they undertook overnight trips away from their usual place of residence during the preceding twelve months. Gauteng (43,6%) had the highest proportion, followed by Limpopo (14,3%), while Northern Cape (2,2%) recorded the smallest percentage. Visiting friends/ family/ancestral home (60,2%) was the most common main purpose for undertaking overnight trips, followed by 15,4% of those who said they were travelling for leisure/holiday. The majority of the overnight trips were undertaken using taxi (42,7%), followed by those who used a car/bakkie/truck as a driver as their main mode of overnight travel.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

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

Dwelling type	Province (per cent within province)									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
2013										
Formal dwellings	84,5	63,3	83,9	82,8	71,6	77,6	78,4	83,9	89,8	**78,0**
Informal dwellings	14,9	7,3	13,8	14,2	8,4	20,2	21,0	12,2	4,4	**13,8**
Traditional dwellings	0,2	29,2	2,2	2,4	19,6	1,1	0,4	3,5	5,5	**7,9**
Other	0,4	0,2	0,1	0,6	0,3	1,1	0,2	0,3	0,3	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020										
Formal dwellings	88,5	75,8	81,4	90,0	76,1	89,0	81,2	94,1	93,9	**83,9**
Informal dwellings	11,3	5,5	16,3	7,5	8,3	10,3	18,4	4,5	4,4	**10,9**
Traditional dwellings	0,2	18,6	1,5	2,5	15,3	0,5	0,1	1,3	0,6	**5,0**
Other	0,0	0,1	0,8	0,0	0,3	0,3	0,2	0,1	1,1	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

The dwelling types of households are provided in Table 7.1. In 2020, nationally, 83,9% of households lived in formal dwellings, 10,9% in informal dwellings and 5,0% in traditional dwellings. Households residing in informal dwellings were situated mostly in Gauteng (18,4%), followed by Northern Cape (16,3%) and Western Cape (11,3%), while traditional dwellings were mostly likely situated in Eastern Cape (18,6%) and KwaZulu-Natal (15,3%).

Figure 7.1: Dwelling type of household, 2013 and 2020

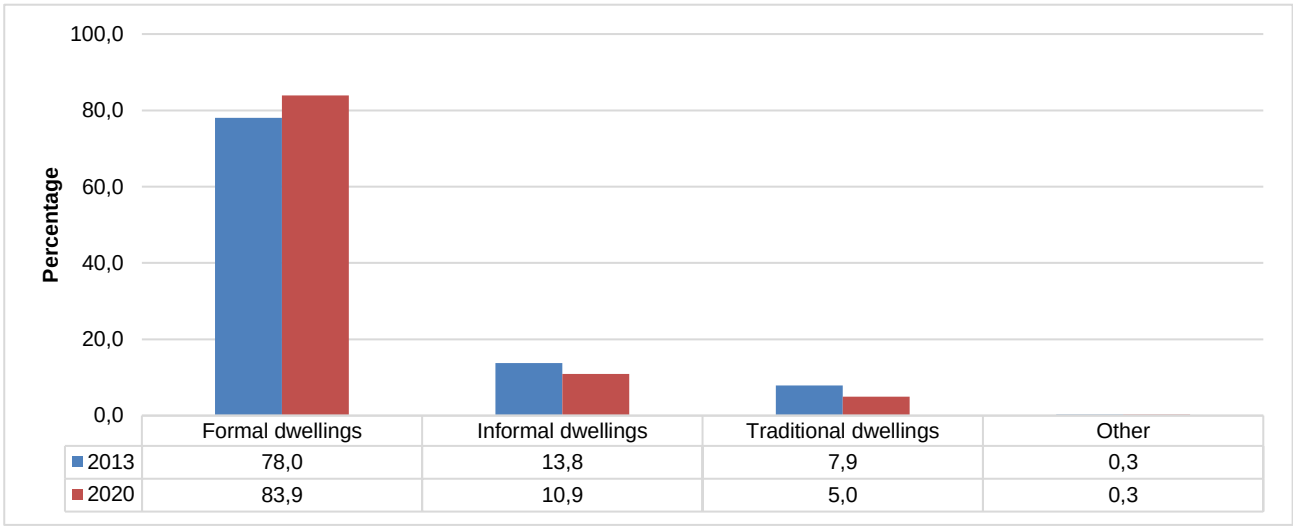


Figure 7.1 shows that in 2013, 78,0% of households lived in formal dwellings, which increased to 83,9% in 2020. The percentage of households living in informal dwellings decreased from 13,8% in 2013 to 10,9% in 2020. Furthermore, the percentage of households that lived in traditional dwellings dropped from 7,9% to 5,0%.

Table 7.2: Source of household income, by province, 2020

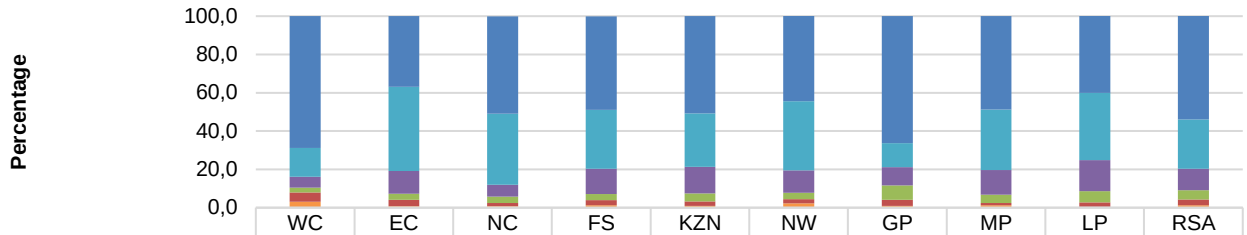
Source of household income	Province (per cent within income source category)									
	WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**Total**
Salaries	13,9	7,2	2,1	5,0	16,5	6,0	34,4	7,1	7,8	**100,0**
Income from business	6,8	5,6	1,5	3,8	14,2	4,9	44,3	6,9	12,0	**100,0**
Pensions	19,8	10,9	1,3	5,1	13,4	5,1	33,6	2,7	8,0	**100,0**
Grants	9,6	13,0	3,0	6,4	18,1	8,3	19,6	9,0	13,1	**100,0**
Remittances	5,8	10,0	1,3	6,6	20,4	7,1	24,8	8,4	15,7	**100,0**
Other income	27,6	6,5	1,0	4,5	13,8	9,9	26,2	7,8	2,8	**100,0**
Source of household income	**Province (per cent within province)**									
	WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Salaries	54,0	33,7	42,0	40,0	42,6	39,0	53,5	40,5	32,5	**44,5**
Income from business	3,4	3,3	3,8	3,9	4,7	4,0	8,8	5,0	6,4	**5,7**
Pensions	4,6	3,1	1,6	2,5	2,1	2,0	3,1	0,9	2,0	**2,7**
Grants	28,7	47,1	45,5	39,3	36,2	41,5	23,5	40,0	42,2	**34,4**
Remittances	5,7	11,8	6,4	13,2	13,3	11,5	9,7	12,1	16,5	**11,2**
Other income	3,5	1,0	0,7	1,2	1,2	2,1	1,3	1,5	0,4	**1,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Respondents could select more than one source of income.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Table 7.2 illustrates the main source of household income by province. Most South African households received income from salaries and wages (44,5%), while 34,4% benefited from social grants. Concerning these two income sources, there were significant variations across the provinces. Households in Western Cape (54,0%), Gauteng (53,5%) and KwaZulu-Natal (42,6%) were most likely to benefit from salaries/wages, while households in the Eastern Cape (47,1%), Northern Cape (45,5%), Limpopo (42,2%) and Mpumalanga (40,0%) were the most likely to receive income from grants when compared to other provinces. More than ten per cent of South African households received income from remittances (11,2%) and 5,7% received income from business. A large dependence on income from remittances was found in Limpopo (16,5%), KwaZulu-Natal (13,3%), Free State (13,2%) and Mpumalanga (12,1%).

The majority of households who received income from salaries (34,4%), and from pensions (33,6%) lived in Gauteng. Most grant recipients also lived in Gauteng (19,6%), followed by those who lived in KwaZulu-Natal (18,1%), Limpopo (13,1%) and Eastern Cape (13,0%).

Figure 7.2: Main source of household income by province, 2020

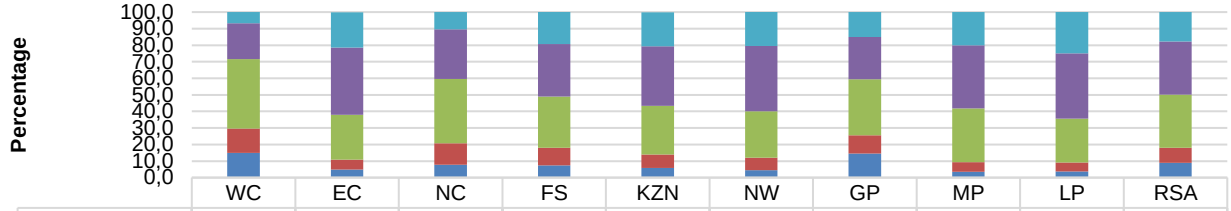


	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Salaries	68,8	36,9	50,8	48,8	50,7	44,5	66,3	48,7	40,1	54,1
Grants	15,0	44,0	37,2	30,7	28,0	36,1	12,5	31,7	35,1	25,6
Remittances	5,7	11,8	6,1	13,2	13,9	11,7	9,5	12,8	16,3	11,3
Income from business	2,6	3,2	3,3	3,3	4,2	3,3	7,6	4,4	5,8	4,9
Pensions	4,8	3,3	1,8	2,7	2,3	2,2	3,1	1,1	2,4	2,9
Other income	3,1	0,8	0,7	1,2	0,9	2,3	1,0	1,3	0,4	1,3

Figure 7.2 shows the household's main source of income by province. A large percentage of households received their main source of income from salaries (54,1%), followed by grants (25,6%) and remittances (11,3%).

The majority of households in Western Cape (68,8%), followed by Gauteng (66,3%), Northern Cape (50,8%) and KwaZulu-Natal (50,7%) were dependent on salaries as their main source of income. Eastern Cape (44,0%) had a significant percentage of households who indicated that their main source of income was grants, followed by Northern Cape (37,2%), North West (36,1%) and Limpopo (35,1%). These percentages were much higher than the national percentage of 25,6%. Less than five per cent of South African households received their main income from business (4,9%).

Figure 7.3: Monthly household expenditure by province, 2020



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
0 - 799	6,8	21,3	10,5	19,4	20,5	20,6	15,1	20,1	24,9	17,7
800 - 1 799	21,5	40,7	29,8	31,7	36,0	39,5	25,4	38,0	39,5	32,2
1 800 - 4 999	42,1	27,0	38,9	31,0	29,5	28,0	34,0	32,6	26,5	32,0
5 000 - 9 999	14,6	6,1	13,0	10,6	8,1	7,4	11,0	5,8	5,4	9,2
10 000 or more	15,0	4,8	7,8	7,4	5,8	4,6	14,5	3,5	3,7	8,9

Percentages were calculated within provinces.

Figure 7.3 depicts monthly household expenditure patterns. Nationally, most of the households (49,9%) had a monthly expenditure of R1 799 or less, followed by 32,0% of those who spent between R1 800 and R4 999 monthly.

Comparing the distribution of households who fall into the R1 799 and below category across the provinces, Limpopo had the highest percentage of low-spending households (64,4%), followed by Eastern Cape (62,0%) and North West (60,1%). Households spending R5 000 or more per month were primarily found in the Western Cape (29,6%), Gauteng (25,5%) and Northern Cape (20,8%).

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

Province	Number of households who completed question (`000)	Monthly household expenditure on public transport (per cent within province)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Western Cape	1 794	44,7	7,4	10,7	5,0	8,7	12,3	11,2	**100,0**
Eastern Cape	1 650	24,5	29,7	18,5	8,0	7,9	6,9	4,6	**100,0**
Northern Cape	349	42,7	17,1	16,7	8,8	7,6	5,2	1,9	**100,0**
Free State	857	42,5	22,0	13,4	5,2	7,5	6,2	3,3	**100,0**
KwaZulu-Natal	2 708	25,6	21,3	15,8	9,2	9,1	10,9	8,1	**100,0**
North West	1 202	25,4	22,1	15,9	8,2	10,4	9,8	8,2	**100,0**
Gauteng	4 776	31,6	10,3	10,2	7,1	9,5	15,7	15,6	**100,0**
Mpumalanga	1 125	24,8	24,1	16,1	9,8	9,0	10,9	5,3	**100,0**
Limpopo	1 614	17,1	25,7	24,0	11,0	10,3	8,7	3,2	**100,0**
RSA	**16 076**	**29,7**	**18,0**	**14,6**	**7,9**	**9,2**	**11,4**	**9,2**	**100,0**
Geographic location									
Urban	10 967	36,2	12,5	11,0	6,8	9,2	12,9	11,4	**100,0**
Rural	5 109	15,9	29,7	22,4	10,2	9,1	8,2	4,5	**100,0**

Totals exclude unspecified cases.
Percentages were calculated within provinces.

Table 7.3 shows monthly household expenditure on public transport by province. Nationally, about half of the households in South Africa had a monthly expenditure on public transport of R500 or less (49,7%). Limpopo (71,0%) had the highest number of low-spending households, followed by Eastern Cape (64,1%), Mpumalanga (59,0%) and North West (56,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (71,4%) compared to urban areas (39,5%).

More than two-tenths (20,6%) of households spent R501 or more on a monthly basis, and the highest proportion of these households were found in Gauteng (31,3%), Western Cape (23,5%) and KwaZulu-Natal (19,0%). The next highest is North West, where 18,0% of households spent R501 or more monthly.

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 15,9% spent nothing on public transport. This shows that rural areas are largely dependent on public transport.

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

Province	Number of households who completed question (`000)	Monthly household expenditure on public transport (percentage within province)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Western Cape	617	2,6	9,4	11,6	23,5	33,9	19,0	**100,0**
Eastern Cape	448	12,2	10,9	8,3	27,3	24,7	16,7	**100,0**
Northern Cape	65	8,6	16,1	8,3	32,9	19,5	14,5	**100,0**
Free State	261	9,5	13,0	7,8	28,6	25,5	15,7	**100,0**
KwaZulu-Natal	1 050	9,8	10,7	9,8	20,4	28,1	21,2	**100,0**
North West	328	9,6	9,1	7,1	23,1	31,6	19,5	**100,0**
Gauteng	2 569	5,1	6,0	6,7	15,1	31,6	35,5	**100,0**
Mpumalanga	492	10,9	12,2	9,7	22,1	26,9	18,1	**100,0**
Limpopo	481	15,7	14,2	11,0	23,8	22,0	13,2	**100,0**
RSA	**6 311**	**7,8**	**9,1**	**8,5**	**20,0**	**29,3**	**25,2**	**100,0**
Geographic location								
Urban	4 868	5,9	7,9	8,1	19,5	30,6	28,1	**100,0**
Rural	1 444	14,5	13,4	9,6	21,9	24,9	15,7	**100,0**

Totals exclude unspecified cases.
Percentages were calculated within provinces.

Of the households (6,3 million) that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 74,5% spent R300 and more, while the remaining 25,4% spent less than R300.

Table 7.4 shows that Gauteng (35,5%), KwaZulu-Natal (21,2%), North West (19,5%) and Western Cape (19,0%) 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 the higher proportion of households who spent R500 or more monthly on public transport to travel to work (58,7%) when compared to rural areas (40,6%).

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

Province	Number of household who completed question (`000)	Monthly household expenditure on public transport (percentage within province)						
		R1 – R100	R101– R200	R201– R300	R301– R500	R501– R1 000	R1 001 or more	Total
Western Cape	284	5,2	13,7	13,8	28,1	23,6	15,6	**100,0**
Eastern Cape	344	7,8	17,1	14,9	24,2	25,5	10,5	**100,0**
Northern Cape	46	5,9	17,4	23,9	22,3	28,3	2,1	**100,0**
Free State	177	10,8	12,6	12,4	26,8	27,0	10,4	**100,0**
KwaZulu-Natal	714	10,6	18,1	14,8	25,2	21,6	9,7	**100,0**
North West	246	3,2	14,9	16,8	26,3	28,4	10,4	**100,0**
Gauteng	1 274	3,9	8,7	12,6	22,8	34,3	17,8	**100,0**
Mpumalanga	291	9,6	17,0	19,7	24,9	20,5	8,4	**100,0**
Limpopo	410	10,1	21,7	19,2	23,9	19,9	5,1	**100,0**
RSA	**3 786**	**7,0**	**14,4**	**15,0**	**24,5**	**26,9**	**12,3**	100,0
Geographic location								
Urban	2 579	5,4	11,0	13,4	24,6	30,4	15,1	**100,0**
Rural	1 207	10,4	21,6	18,4	24,0	19,3	6,3	**100,0**

Totals exclude unspecified cases.
Percentages were calculated within provinces.

According to Table 7.5, about 3,7 million households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between provinces, nationally, most of the households spent between R501 and R1 000 (26,9%), while 24,5% spent between R301 and R500 and 15,0% spent between R201 and R300.

More than one-tenth (12,3%) of households spent more than R1 000 on public transport to travel to an educational institution. Most of these households were found in Gauteng (17,8%) and Western Cape (15,6%). Rural areas had the highest proportion of households who spent R500 or less monthly on public transport (74,4%), compared to urban areas (54,4%).

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

Province	Number of bicycles (per cent across provinces, within RSA)						
	0 bicycles		1-3 bicycles		3+ bicycles		
	Number (`000)	% within RSA	Number (`000)	% within RSA	Number (`000)	% within RSA	Number (`000)
Western Cape	1 746	10,7	183	19,4	6	29,7	1 936
Eastern Cape	1 728	10,5	60	6,4	4	18,9	1 792
Northern Cape	332	2,0	19	2,1	412	1,9	352
Free State	863	5,3	54	5,7	765	3,6	918
KwaZulu-Natal	2 878	17,6	102	10,7	1	5,5	2 981
North West	1 178	7,2	73	7,7	631	3,0	1 252
Gauteng	4 741	28,9	302	32,0	6	26,3	5 048
Mpumalanga	1 300	7,9	48	5,0	603	2,9	1 348
Limpopo	1 615	9,9	104	11,0	2	8,2	1 721
RSA	**16 381**	**100,0**	**945**	**100,0**	**21**	**100,0**	**17 348**

The totals used to calculate percentages excluded unspecified cases.

According to Table 7.6, about 1 million households nationally reported owning at least one bicycle in working order and used this for transport purposes. More than 0,9 million households owned between one and three bicycles. Twenty-one thousand households owned more than three bicycles. Of the 21 000 households that owned more than three bicycles, most were in Western Cape (29,7%), followed by Gauteng (26,3%).

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

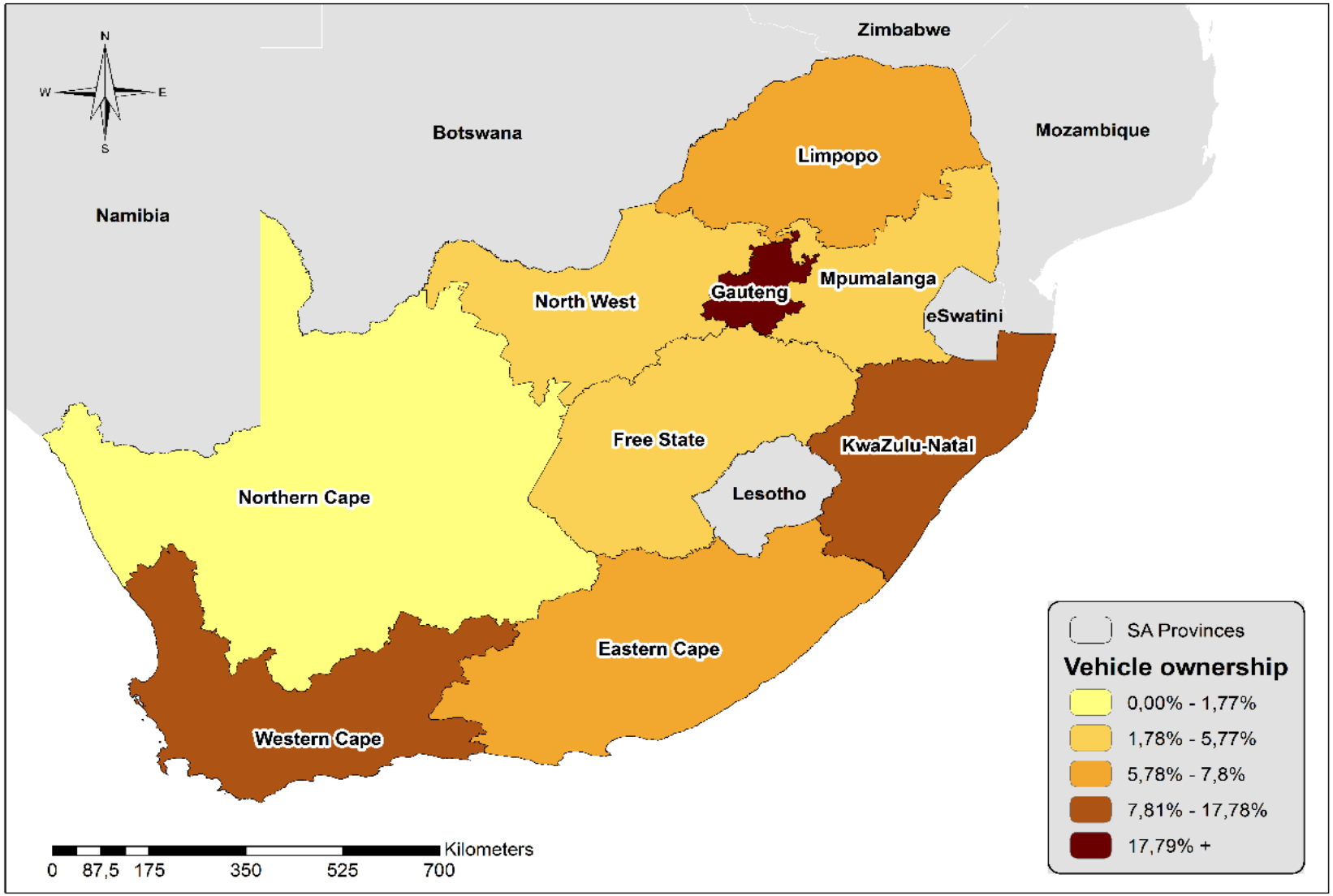
Province	Type of vehicles (per cent across provinces, within RSA)						
	Motorcycle	Company car/bakkie /station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/station wagon/4x4	Minibus/ Kombi	Truck	Other
Western Cape	15,3	10,7	17,8	12,6	10,3	6,4	2,8
Eastern Cape	6,0	5,5	6,8	5,2	15,7	5,9	15,4
Northern Cape	1,5	1,5	1,8	2,1	0,7	0,6	1,8
Free State	9,3	4,2	5,3	4,6	4,8	5,8	19,2
KwaZulu-Natal	11,7	17,4	14,6	17,8	13,3	13,9	11,6
North West	5,2	4,9	5,2	6,6	7,3	11,9	14,5
Gauteng	41,8	40,2	34,9	23,2	19,7	24,1	21,3
Mpumalanga	3,4	9,1	5,8	13,9	7,7	7,4	5,2
Limpopo	5,9	6,5	7,8	14,1	20,6	24,3	8,1
RSA	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within province)						
Province	**Motorcycle**	**Company car/bakkie /station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relative/friend car/bakkie/station wagon/4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Western Cape	3,0	8,2	82,6	4,7	1,0	0,3	0,1
Eastern Cape	2,9	10,1	76,3	4,7	3,8	0,6	1,7
Northern Cape	2,9	10,6	77,2	7,6	0,7	0,2	0,8
Free State	5,6	9,7	74,7	5,2	1,5	0,7	2,6
KwaZulu-Natal	2,5	14,4	73,2	7,2	1,5	0,6	0,6
North West	3,1	11,3	72,7	7,4	2,2	1,4	2
Gauteng	3,9	14,4	75,8	4,1	0,9	0,4	0,5
Mpumalanga	1,6	16,9	65,4	12,8	1,9	0,7	0,6
Limpopo	2,3	9,7	70,9	10,4	4,1	1,9	0,7
RSA	**3,2**	**12,4**	**75,3**	**6,1**	**1,6**	**0,6**	**0,7**

The totals used to calculate percentages excluded unspecified cases.

Table 7.7 provides the vehicle ownership status of households with percentages across South Africa and within each province. Generally, Gauteng had the highest level of ownership or access to all types of vehicle categories except minibus/kombi, while Northern Cape, Free State and North West reported the least. The results show that 30% to 40% of households that own or have access to vehicles of all types (except minibus/kombi) lived in Gauteng.

Most households that owned a minibus/kombi were from Limpopo (20,6%), Gauteng (19,7%), Eastern Cape (15,7%) and KwaZulu-Natal (13,3%). Compared to other provinces, households in the Western Cape (82,6%) and Eastern Cape (76,3%) were the most likely to own a car/bakkie/station wagon.

Map 7.1: Percentage of households that own or have access to a car/bakkie/station wagon/4x4 per province, 2020



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

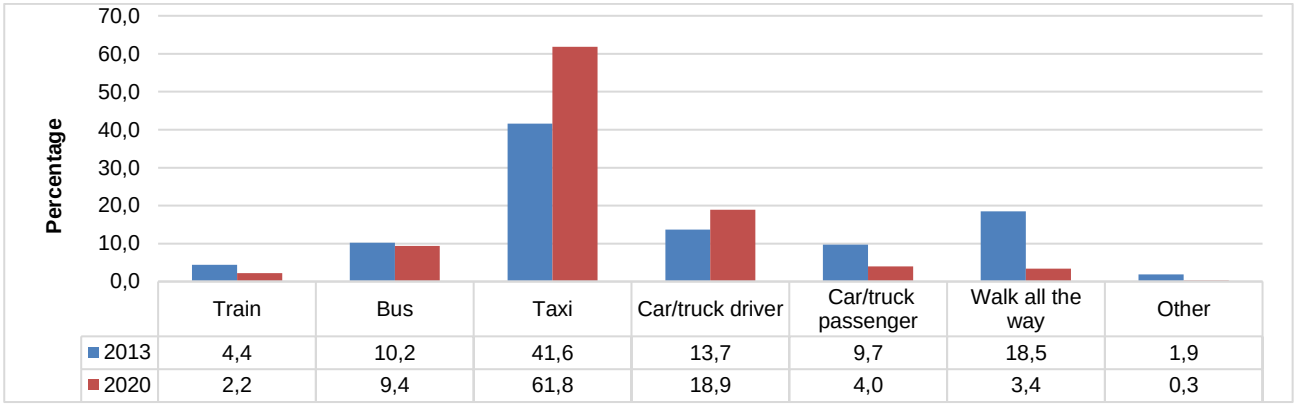
Facility	Travel time(per cent of households within facility category)				
	1–15 min	16–30 min	31–60 min	>60 min	Total
Food or grocery shops	66,8	20,5	8,9	3,8	**100,0**
Other shops	37,5	35,2	19,3	8,0	**100,0**
Religious institution	46,9	25,0	8,2	19,8	**100,0**
Medical service	45,0	35,4	13,0	6,6	**100,0**
Post office	30,7	27,2	11,6	30,5	**100,0**
Welfare office	20,5	28,7	16,2	34,7	**100,0**
Police station	36,1	34,3	15,4	14,2	**100,0**
Municipal office	26,8	33,2	17,9	22,1	**100,0**
Home affairs	18,3	35,2	27,5	18,9	**100,0**
Library	24,6	18,3	8,4	48,8	**100,0**
Tribal authority	13,6	12,1	5,8	68,6	**100,0**
Financial services/banks	39,1	34,9	18,3	7,8	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (66,8%) travelled 15 minutes or less, followed by 20,5% who travelled between 16 and 30 minutes. More than 7 in 10 households lived within 30 minutes' travel time from other shops, religious institutions, a police station and financial services/banks.

Services for which significant percentages of households have to travel more than an hour include a tribal authority (68,6%), library (48,8%) and welfare office (34,7%).

Figure 7.4: Main modes of travel usually used by households, 2013 and 2020



	Train	Bus	Taxi	Car/truck driver	Car/truck passenger	Walk all the way	Other
2013	4,4	10,2	41,6	13,7	9,7	18,5	1,9
2020	2,2	9,4	61,8	18,9	4,0	3,4	0,3

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 (61,8%) than in 2013 (41,6%), followed by 18,9% of households who usually used a car/truck as the driver as opposed to 13,7% in 2013. There was a significant decrease amongst those who walked all the way (from 18,5% in 2013 to 3,4% in 2020). In 2020, only 9,4% of South African households selected travelling by bus as their usual mode of travel compared to 10,2% in 2013.

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	49,3	12,7	46,7	38,6	18,2	12,1	23,6	15,1	7,8	20,3	18,4	17,0
Train	*	*	0,1	*	*	0,1	*	*	0,1	*	*	*
Bus	0,7	1,6	0,5	1,0	0,8	1,2	1,1	1,2	1,5	0,5	0,5	1,4
Taxi	26,8	54,2	13,9	31,6	33,4	39,5	41,8	43,6	54,3	19,5	9,3	52,4
Car/bakkie/minibus	3,3	5,2	3,7	4,2	3,2	3,2	3,5	3,3	3,8	2,0	1,1	3,9
Car/bakkie passenger	18,0	22,1	17,3	20,5	16,3	12,7	18,8	18,7	18,9	10,0	3,0	21,5
Other modes	*	0,4	0,4	0,3	0,4	0,3	0,4	0,3	0,3	0,4	0,7	0,6
Do not need to get there	1,5	3,5	15,9	3,4	26,2	29,5	10,4	17,0	12,7	42,8	63,0	2,9
Cannot get there	0,3	0,3	1,6	0,3	1,6	1,4	0,4	0,8	0,6	4,4	3,9	0,3
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**

The totals used to calculate percentages excluded unspecified cases.

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 (49,3%), while 46,7% walked to religious institutions, and 38,6% walked to a medical service facility. 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 (54,3%), while 54,2% travelled by taxi for visiting other shops and 52,4% travelled by taxi to access financial services/banks. Taxis were also the main mode of travel to the police station (41,8%) and accessing municipal offices (43,6%).

The results further show that travelling by car/bakkie as a passenger was most likely to be used when visiting other shops (22,1%), financial services/banks (21,5%) and medical services (20,5%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

7.4 Attitudes and perceptions about transport

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

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

	Province (per cent within province)									
Transport-related problems	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
No transport problems	10,2	6,1	21,5	16,1	9,4	14,8	9,9	10,2	10,9	10,5
Poor condition of roads	2,1	21,4	8,3	29,2	11,6	24,5	8,3	11,3	19,9	13,2
Rude drivers	4,4	2,8	6,1	5,0	3,0	3,0	4,5	4,3	1,7	3,7
Overload	2,7	4,5	2,6	0,8	3,9	3,4	1,7	2,0	5,4	2,9
Congestion	10,9	1,8	0,6	0,7	2,9	1,4	6,1	0,4	1,5	4,0
Crime	10,1	4,3	1,7	5,1	3,6	3,8	3,9	2,9	2,3	4,4
Toll fees	0,0	0,0	0,0	0,1	0,3	.	0,4	0,2	0,1	0,2
Parking	0,3	0,2	0,2	0,1	0,5	0,1	0,1	0,1	0,2	0,2
Other	2,8	2,4	4,7	2,7	1,4	6,2	4,5	2,7	3,9	3,4
Taxi										
Taxis too expensive	2,2	10,8	11,5	5,4	10,2	6,6	6,8	9,9	7,2	7,6
Reckless driving by taxi drivers	10,0	6,6	6,5	5,2	3,3	3,7	6,9	4,0	2,9	5,6
No taxis at specific times	1,7	2,5	6,5	6,6	5,0	6,3	2,0	5,9	5,1	3,8
Taxis too far	1,4	3,9	1,7	2,2	5,5	3,6	2,4	5,1	4,5	3,4
No taxis available	2,2	3,1	5,0	2,9	2,7	2,2	1,0	2,3	1,3	2,0
Bus										
No buses available	12,0	19,7	14,2	8,6	15,9	10,9	16,6	10,4	13,6	14,6
No buses at specific times	2,5	3,5	2,0	4,3	7,4	5,7	7,0	12,2	13,2	6,9
Buses too far	4,2	2,0	0,4	0,6	3,4	1,2	1,5	4,9	3,3	2,5
Buses too expensive	3,7	0,5	0,9	1,3	1,6	0,9	0,9	2,8	0,5	1,4
Reckless driving by bus drivers	1,2	1,2	0,7	0,8	0,7	0,5	0,9	1,7	0,8	1,0
Train										
No trains available	9,8	0,9	3,3	1,3	3,9	1,1	7,1	4,8	1,0	4,6
Trains are not available	3,4	0,4	0,1	0,3	0,6	0,0	3,3	0,4	0,1	1,5
Trains too far	1,9	1,2	0,7	0,1	2,5	0,0	3,4	0,8	0,1	1,8
No trains at specific times	0,5	0,2	0,6	0,6	0,6	0,2	0,8	0,5	0,4	0,5
Trains too expensive	0,0	0,2	0,0	0,1	0,3	0,0	0,0	0,1	0,1	0,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 7.10 presents the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two transport problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the table above were calculated using the total number of problems mentioned as the divisor. About ten per cent (10,5%) of households indicated that they had no transport-related problems. The most important problem mentioned nationally was the poor condition of roads (13,2%). Provinces with the most complaints about the condition of roads were Free State (29,2%), North West (24,5%), Eastern Cape (21,4%) and Limpopo (19,9%).

Nationally, about fifteen per cent (14,6%) of households identified unavailability of buses as their main transport-related problem. Eastern Cape (19,7%), Gauteng (16,6%) and KwaZulu-Natal (15,9%) had the highest percentage of households that mentioned this particular problem. Nationally, almost eight per cent (7,6%) of households indicated that taxis were too expensive. Proportionally, households in Northern Cape (11,5%), Eastern Cape (10,8%), KwaZulu-Natal (10,2%) and Mpumalanga (9,9%) were more likely to be concerned about the cost of travel by taxi.

Almost seven per cent (6,9%) of households selected no buses at specific times as their biggest transport problem, with Limpopo (13,2%) and Mpumalanga (12,2%) being the dominating provinces with this problem. About six per cent (5,6%) of households considered reckless driving by taxi drivers as one of their transport-related problems. The two provinces with the highest economic activity levels, namely Western Cape (10,0%) and Gauteng (6,9%) had a greater proportion of households that identified this problem.

Other problems that were not as important nationally, but that had significant percentages of complaints at a provincial level, included:

- Congestion: Western Cape (10,9%) and Gauteng (6,1%).
- Crime: Western Cape (10,1%) and Free state (5,1%).
- No taxis at specific times: Free State (6,6%), Northern Cape (6,5%) and North West (6,3%).
- Taxis too far: KwaZulu-Natal (5,5%) and Mpumalanga (5,1%).
- No trains available: Western Cape (9,8%).

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

Factors influencing households choice of mode of travel	Province (per cent within province)									
	WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Travel cost	29,7	29,0	39,2	34,9	28,1	31,8	31,1	35,9	29,1	30,8
Travel time	13,7	22,3	13,8	29,9	23,5	20,9	25,1	17,5	34,6	23,3
Flexibility	12,0	10,0	12,5	11,0	13,3	17,9	12,0	10,9	7,5	11,9
Reliability	13,4	9,8	3,4	7,5	17,5	10,7	7,4	20,5	9,9	11,5
Comfort	16,6	8,9	11,7	7,9	4,8	9,0	9,6	5,6	7,5	8,9
Distance from home to transport/accessibility	4,2	9,7	12,7	2,6	6,3	4,2	6,9	3,4	4,4	6,0
Safety from accidents	3,0	2,1	1,9	3,1	2,6	1,4	2,8	2,2	2,0	2,5
Security from crime	5,6	2,5	1,4	1,2	1,2	0,6	2,0	0,7	1,3	2,0
Drivers attitude	0,4	0,8	0,7	0,3	0,6	0,3	0,9	1,6	1,1	0,8
Timetable not available/ information inaccurate	0,3	0,1	0,0	0,2	0,4	0,1	0,4	0,5	0,5	0,3
Other	1,1	4,8	2,7	1,5	1,6	3,0	1,8	1,3	2,1	2,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Nationally, as indicated in Table 7.11, about 31% (30,8%) of households identified travel cost as the biggest determinant of modal choice, while the travel time was important to 23,3% of households. Flexibility was mentioned by 11,9% and reliability by 11,5% of households.

The provincial distribution of the factors influencing modal choice was very similar to the national distribution. Almost all nine provinces mentioned travel cost as their biggest factor influencing their choice of travel mode, followed by travel time. The pattern was different in Limpopo where travel time (34,6%) was mentioned by more households than travel costs (29,1%). In Mpumalanga, 20,5% of the households mentioned reliability as more important than travel time (17,5%).

Western Cape and Eastern Cape were the only two provinces where significantly more households found that security from crime (5,6% and 2,5%, respectively) was a more important factor than safety from accidents (3,0% and 2,1%, respectively). Nearly equal percentages of Eastern Cape households mentioned flexibility and reliability as important factors (10,0% vs 9,8%). Comfort was considered important in Western Cape (16,6%), Northern Cape (11,7%), Gauteng (9,6%) and North West (9,0%).

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

Province	Factors prioritised	% of households within the province
Western Cape	Travel cost	29,7
	Travel time	13,7
	Comfort	16,6
Eastern Cape	Travel cost	29,0
	Travel time	22,3
	Flexibility	10,0
Northern Cape	Travel cost	39,2
	Travel time	13,8
	Flexibility	12,5
Free State	Travel cost	34,9
	Travel time	29,9
	Flexibility	11,0
KwaZulu-Natal	Travel cost	28,1
	Travel time	23,5
	Reliability	17,5
North West	Travel cost	31,8
	Travel time	20,9
	Flexibility	17,9
Gauteng	Travel cost	31,1
	Travel time	25,1
	Flexibility	12,0
Mpumalanga	Travel cost	35,9
	Reliability	20,5
	Travel time	17,5
Limpopo	Travel time	34,6
	Travel cost	29,1
	Reliability	9,9
RSA	**Travel cost**	**30,8**
	Travel time	**23,3**
	Flexibility	**11,9**
Geographic location		
Urban	Travel cost	30,4
	Travel time	22,8
	Flexibility	12,9
Rural	Travel cost	31,7
	Travel time	24,5
	Reliability	14,4

The totals used to calculate percentages excluded unspecified cases.

Table 7.12 summarises the factors influencing modal choice as prioritised per province and geographic location. Travel cost was the highest national priority (30,8%), followed by travel time (23,3%) and flexibility (11,9%). Even though flexibility was considered amongst the top three national important factors, in some provinces it was replaced by reliability: Mpumalanga (17,5%), KwaZulu-Natal (17,5%) and Limpopo (9,9%). It was also replaced by comfort in Western Cape (16,6%).

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

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

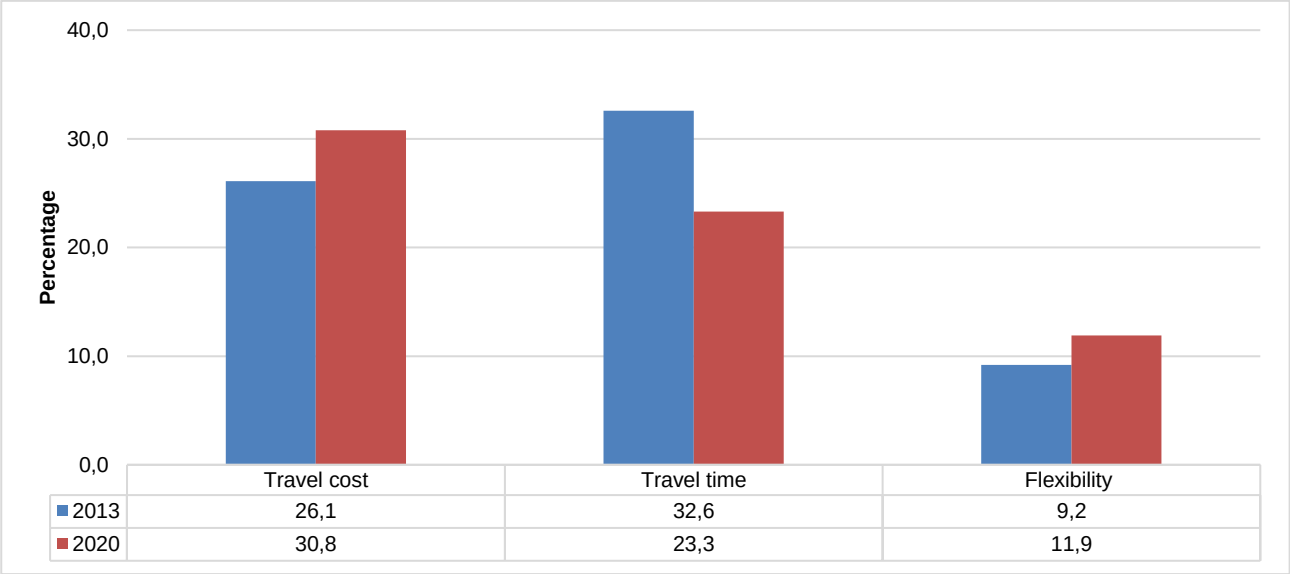


Figure 7.5 shows that travel cost, travel time and flexibility remain the top three factors influencing the household's travel mode of choice. In 2013, about 33% (32,6%) of households identified travel time as the biggest determinant of modal choice, followed by travel cost (26,1%) and flexibility (9,2%). In 2020, travel cost surpassed travel time as a national priority (30,8%), while travel time was important to 23,3% of households and flexibility was mentioned by 11,9% of households.

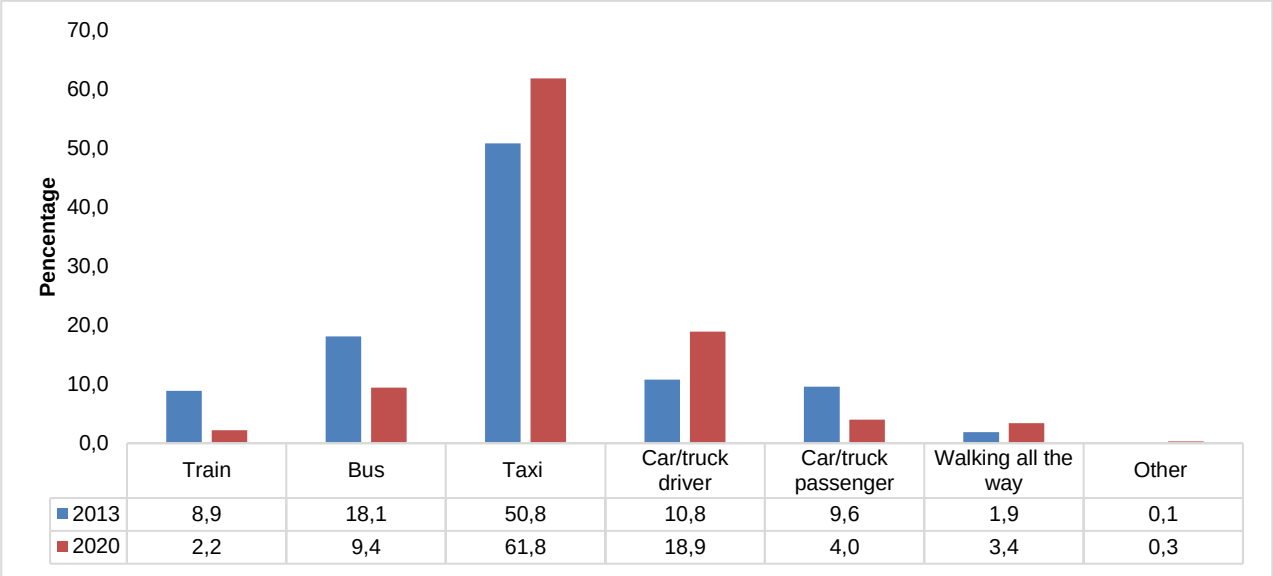
Table 7.13: Main modes of travel usually used by households by province, 2020

	Province (per cent within province)									
Mode of travel	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Train	3,1	1,0	0,6	0,2	2,5	0,4	4,2	0,5	0,5	**2,2**
Bus	8,5	7,1	3,4	7,2	12,8	9,6	4,1	16,5	19,1	**9,4**
Taxi	45,0	65,7	51,8	57,8	62,3	68,7	64,6	63,0	66,3	**61,8**
Car/bakkie/truck driver	32,4	14,5	19,2	19,7	16,5	12,2	22,9	12,9	9,8	**18,9**
Car/bakkie/truck passenger	6,3	6,9	11,1	6,4	4,7	3,2	1,6	3,5	2,4	**4,0**
Walking all the way	3,8	4,6	13,0	8,2	1,1	5,5	2,5	3,4	1,9	**3,4**
Other	1,0	0,2	0,8	0,4	0,1	0,3	0,2	0,1	0,1	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Nationally, the four main modes of travel used by households were taxis (61,8%), private vehicle as the driver (18,9%), bus (9,4%) and private car as the passenger (4%). Approximately seventy per cent of households in Northern West (68,7%) tended to record higher percentages of households who indicated they used taxis as their main transport mode, followed by Limpopo (66,3%), Eastern Cape (65,7%) and Gauteng (64,6%). Travelling as a driver of a private vehicle was predominant in Western Cape (32,4%), Gauteng (22,9%), and Free State (19,7%).

Figure 7.6: Main mode of travel usual used by households by province, 2013 and 2020



	Train	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way	Other
2013	8,9	18,1	50,8	10,8	9,6	1,9	0,1
2020	2,2	9,4	61,8	18,9	4,0	3,4	0,3

Figure 7.6 shows that between 2013 and 2020 the proportion of households who used taxis increased from 50,8% to 61,8%. Those households who used trains or buses or a car as a passenger showed a decrease between 2013 and 2020. The proportion of households who walked all the way to their destination increased from 1,9% in 2013 to 3,4% in 2020.

7.5 Household use of public transport at a glance

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

Location		Mode of travel (per cent within province)					
		Taxis		Buses		Trains	
Province		**2013**	**2020**	**2013**	**2020**	**2013**	**2020**
Western cape	Number	839	938	242	199	357	79
	Per cent	51,4	48,5	14,8	10,3	21,9	4,1
Eastern Cape	Number	1 029	943	207	150	39	16
	Per cent	62,1	52,6	12,5	8,4	2,3	0,9
Northern Cape	Number	156	166	23	16	4	*
	Per cent	51,0	47,2	7,5	4,6	1,2	*
Free State	Number	560	492	118	72	15	*
	Per cent	68,6	53,6	14,4	7,9	1,8	*
KwaZulu-Natal	Number	1 925	2 014	562	465	148	50
	Per cent	78,8	67,6	23,0	15,6	6,0	1,7
North West	Number	727	950	221	141	25	*
	Per cent	71,6	75,9	21,8	11,2	2,5	*
Gauteng	Number	2 711	3 577	633	343	809	372
	Per cent	68,0	70,9	15,9	6,8	20,3	7,4
Mpumalanga	Number	841	988	308	308	10	*
	Per cent	78,4	73,3	28,7	22,8	0,9	*
Limpopo	Number	1 088	1 374	575	440	16	*
	Per cent	78,8	79,8	41,6	25,5	1,2	*
RSA	Number	**9 875**	**11 444**	**2 890**	**2 132**	**1 423**	**520**
	Per cent	**69,0**	**66,0**	**20,2**	**12,3**	**9,9**	**3,0**
Geographic region							
Urban	Number	6 640	22 534	1 615	1 000	1 345	513
	Per cent	66,4	62,6	16,2	8,3	13,5	4,3
Rural	Number	3 234	11 797	1 275	1 133	78	7
	Per cent	75,1	73,5	29,6	21,2	1,8	0,1

The totals used to calculate percentages excluded unspecified cases.

Table 7.14 presents the use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. In 2020, about two-thirds of households in South Africa used taxis (66,0%), followed by 12,3% of households who used buses and three per cent who used trains). Households in Limpopo (79,8%), North West (75,9%), Mpumalanga (73,3%) and Gauteng (70,9%) had the highest percentage of taxi usage as their mode of travel. More than twenty per cent of households in Limpopo (25,5%) and Mpumalanga (22,8%) indicated that they used buses as their mode of travel. Gauteng (7,4%) and Western Cape (4,1%) recorded the highest percentage of train usage as their mode of travel.

In urban and rural areas, the same pattern emerges: taxis were the most common mode of transport, followed by buses and trains. Rural areas were more likely to use buses (21,2%) than in urban areas (8,3%). It was estimated that 4,3% of households in urban areas used trains as their mode of travel during the month preceding the survey.

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

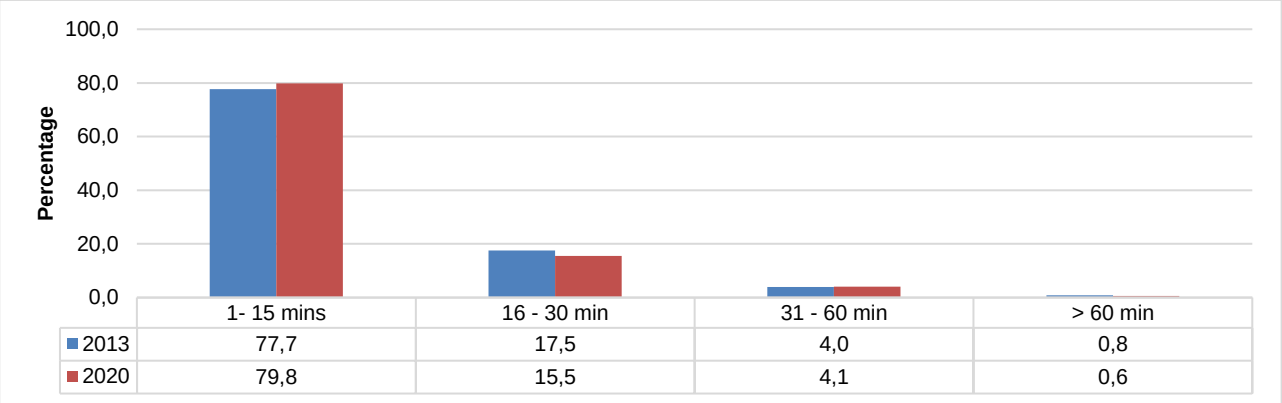
Province	Time category (per cent within province)				Total
	1- 15 mins	16 - 30 min	31 - 60 min	> 60 min	
Western Cape	87,2	9,9	2,9	0,1	100,0
Eastern Cape	72,5	19,5	5,3	2,7	100,0
Northern Cape	86,4	8,7	3,4	1,5	100,0
Free State	86,5	10,5	3,0	0,1	100,0
KwaZulu-Natal	77,4	17,0	5,3	0,3	100,0
North West	86,4	11,5	1,8	0,3	100,0
Gauteng	78,1	17,0	4,3	0,6	100,0
Mpumalanga	73,9	20,9	4,9	0,3	100,0
Limpopo	82,5	13,5	3,6	0,5	100,0
RSA	**79,8**	**15,5**	**4,1**	**0,6**	**100,0**
Geographic location					
Urban	81,8	14,4	3,5	0,3	100,0
Rural	75,4	17,9	5,5	1,2	100,0

The totals used to calculate percentages excluded unspecified cases.

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. Nationally, most households walked for fifteen minutes or less to their nearest taxi rank/route (79,8%). A further 15,5% of households walked 16–30 minutes and 4,1% walked between 31 and 60 minutes. Less than one per cent of the households walked more than an hour.

Of the households who walked up to fifteen minutes to the taxi rank/route, Western Cape had the highest proportion with 87,2%, followed by Free state (86,5%), Northern Cape and North West (both at 86,4%). Mpumalanga and Eastern Cape had the highest proportion of households that walked between 16 and 30 minutes, with 20,9% and 19,5% respectively. KwaZulu-Natal and Eastern Cape recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route.

Figure 7.7: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020



Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2020, most households walked for fifteen minutes or less to their nearest taxi rank/route (79,8%). A further 15,5% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank increased from 77,7% in 2013 to 79,8% in 2020. Similarly, the proportion of households who had to walk 60 minutes or more decreased slightly from 0,8% 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 province, 2013 and 2020

Year	Percentage of non-users	Province (per cent within province, all reasons combined)									
		WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
2013	Not available	7,7	35,8	21,6	13,1	18,9	13,0	5,0	14,2	12,3	**13,0**
	Prefer train	1,7	0,2	0,1	0,7	0,7	0,1	1,4	0,1	*	**0,9**
	Prefer bus	1,6	3,1	0,8	1,4	4,9	3,0	1,3	4,1	8,9	**2,6**
	Prefer private transport	34,8	19,5	21,1	34,3	32,4	28,9	38,0	36,8	21,4	**32,1**
	Can walk	10,1	9,8	21,6	8,4	4,3	10,2	5,5	10,1	9,8	**8,3**
	Don't travel much	6,0	10,7	11,3	9,9	6,9	16,0	6,2	10,1	15,1	**8,5**
	Reasons relating to service attributes	22,1	14,2	14,1	17,0	19,5	14,8	17,4	14,6	22,5	**18,1**
	Other reasons	16,0	6,7	9,4	15,2	12,5	14,0	25,2	10,1	10,0	**16,5**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	8,1	26,6	20,3	13,8	19,5	14,0	5,4	10,7	15,9	**13,7**
	Prefer train	0,2	0,4	0,4	0,0	0,3	0,1	0,6	0,0	0,1	**0,3**
	Prefer bus	2,7	2,1	0,5	0,9	3,7	3,2	0,8	5,1	4,8	**2,4**
	Prefer private transport	34,4	16,0	18,4	21,6	28,9	22,6	41,5	21,4	24,2	**29,1**
	Can walk	5,3	9,2	21,1	16,6	7,4	12,9	6,8	20,0	10,5	**9,5**
	Don't travel much	6,1	8,0	13,7	10,1	4,9	16,3	4,5	10,9	9,0	**7,3**
	Reasons relating to service attributes	40,3	33,4	21,2	32,3	32,6	23,2	37,3	27,5	31,5	**33,9**
	Other reasons	2,9	4,4	4,4	4,5	2,7	7,7	3,1	4,3	4,1	**3,7**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

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

Most provinces followed the national trends where persons indicated preferring private transport and reasons related to service attributes as their main reasons for not using minibus taxis. In Eastern Cape, most people indicated ‘non-availability’ (35,8%) as the main reason in 2013; however, in 2020, reasons related to service attributes were the main reason indicated (33,4%). Northern Cape showed a deviation where ‘non-availability’ and ‘can walk’ were the main reasons indicated in 2013 and still most mentioned in 2020 at 20,3% and 21,1%, respectively.

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

Indicator	Statistics ('000)	Province (per cent within province)									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Not available	Number	127	331	57	97	291	62	115	61	88	**1 229**
	Per cent	12,7	39,0	30,6	22,8	30	20,4	7,8	17,0	25,5	**20,8**
Prefer train	Number	3	4	*	0	1	*	6	*	1	**15**
	Per cent	0,3	0,5	*	0,1	0,1	*	0,4	*	0,2	**0,3**
Prefer bus	Number	19	11	0	4	15	4	8	23	9	**94**
	Per cent	2,0	1,3	0,3	1,0	1,5	1,4	0,6	6,4	2,6	**1,6**
Prefer private transport	Number	410	133	38	111	289	89	739	90	88	**1 988**
	Per cent	41,1	15,6	20,7	26,1	29,9	29,6	50,3	25,1	25,2	**33,7**
Can walk	Number	48	41	25	43	29	34	71	36	30	**356**
	Per cent	4,8	4,8	13,4	10,2	3,0	11,3	4,8	9,9	8,8	**6,0**
Do not travel much	Number	32	45	12	20	37	37	38	34	17	**273**
	Per cent	3,2	5,2	6,6	4,8	3,9	12,2	2,6	9,5	4,8	**4,6**
Reasons relating to service attributes	Number	347	275	48	136	286	66	466	110	108	**1 841**
	Per cent	34,8	32,4	25,6	32,0	29,5	21,8	31,7	30,4	31,0	**31,2**
Other	Number	11	10	5	13	20	10	26	6	7	**107**
	Per cent	1,1	1,1	2,8	3,0	2,1	3,3	1,8	1,7	2,0	**1,8**
Total	**Number**	**997**	**849**	**186**	**425**	**967**	**302**	**1 470**	**360**	**347**	**5 903**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Preference of private transport (33,7%) was the most cited reason for not using minibus taxis in the calendar month preceding the survey, followed by reasons relating to service attributes (31,2%) and non-availability (20,8%). The provinces with the highest proportion of households who mentioned preferring private transport were Gauteng (50,3%), Western Cape (41,1%) and KwaZulu-Natal and North West (both at 30%). 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 province, 2020

Attributes of the minibus taxi service	Province (per cent across province) WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Dissatisfaction										
The distance between the taxi rank/route and your home	5,4	9,5	1,4	3,2	21,2	10,1	26,0	8,8	14,4	**100,0**
The travel time by taxi	6,0	11,8	2,7	3,4	18,7	11,2	27,1	7,6	11,5	**100,0**
Security on the walk to/from the taxi rank	11,4	8,7	1,5	3,2	16,5	7,6	34,7	7,0	9,4	**100,0**
Security at the taxi rank	9,5	8,0	2,1	4,6	17,2	8,7	35,2	6,1	8,6	**100,0**
Security on the taxis	11,0	7,2	2,0	4,3	17,8	6,4	37,1	6,6	7,7	**100,0**
The level of crowding in the taxis	12,0	9,1	1,7	2,2	18,8	8,2	26,4	5,4	16,2	**100,0**
Safety from accident	8,7	7,0	1,4	2,5	13,6	7,9	41,8	5,8	11,3	**100,0**
The frequency of taxi during peak period	4,5	7,6	2,0	3,6	20,6	8,8	31,5	7,9	13,5	**100,0**
The frequency of taxi during off-peak period	5,2	8,3	1,6	3,0	22,6	10,1	29,7	7,2	12,2	**100,0**
The waiting time for taxi	4,8	8,6	1,6	3,6	22,9	9,7	27,2	8,2	13,3	**100,0**
The taxi fare	4,9	8,7	1,5	2,4	24,5	7,3	31,7	6,7	12,3	**100,0**
The facilities at the taxi rank, e.g. shelters	8,3	8,3	1,3	3,6	17,8	10,2	33,7	5,0	11,9	**100,0**
Roadworthiness of taxis	6,0	7,4	1,1	4,3	17,2	7,6	40,5	6,4	9,5	**100,0**
Behaviour of the taxi drivers towards passengers	9,2	5,9	1,5	3,2	13,7	7,5	42,3	6,1	10,6	**100,0**
The taxi service overall	6,7	8,2	1,7	3,4	20,2	8,3	34,4	6,1	10,9	**100,0**
Attributes of the minibus taxi service	**Province (per cent within province) WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**Total**
Dissatisfaction										
The distance between the taxi rank/route and your home	16,3	28,5	23,3	18,4	29,8	30,0	20,5	25,1	29,6	**24,7**
The travel time by taxi	16,2	31,9	40,5	17,4	23,6	29,9	19,2	19,4	21,2	**22,2**
Security on the walk to/from the taxi rank	46,4	35,3	35,1	25,0	31,2	30,4	37,0	26,9	26,0	**33,3**
Security at the taxi rank	34,6	29,2	43,8	31,9	29,3	31,2	33,7	21,3	21,4	**29,9**
Security on the taxis	30,3	19,8	31,2	22,5	22,8	17,4	26,8	17,1	14,5	**22,6**
The level of crowding in the taxis	43,3	32,9	34,4	15,4	31,6	29,3	25,1	18,6	40,0	**29,7**
Safety from accident	38,9	30,9	34,9	21,1	28,2	35,0	48,9	24,4	34,4	**36,5**
The frequency of taxi during peak period	13,9	23,5	35,2	21,3	29,9	27,1	25,8	23,3	28,7	**25,5**
The frequency of taxi during off-peak period	19,1	30,5	32,6	21,3	38,7	36,8	28,6	25,3	30,7	**30,2**
The waiting time for taxi	18,8	33,9	36,6	27,4	42,1	38,0	28,2	30,6	35,8	**32,4**
The taxi fare	22,8	40,9	38,5	21,3	53,7	34,0	39,1	29,7	39,5	**38,5**
The facilities at the taxi rank, e.g. shelters	56,9	56,8	49,3	46,9	56,9	69,1	60,7	32,3	55,6	**56,3**
Roadworthiness of taxis	26,6	32,5	28,1	36,4	35,6	33,2	47,1	27,0	28,7	**36,4**
Behaviour of the taxi drivers towards passengers	41,7	26,8	37,9	27,7	29,0	33,7	50,5	26,1	32,9	**37,2**
The taxi service overall	24,6	29,9	34,8	23,5	34,2	29,9	32,9	21,2	27,1	**29,9**

The totals used to calculate percentages excluded unspecified cases.

Table 7.18 shows the dissatisfaction levels with minibus taxi services by province. The facilities at ranks (56,3%), cost of taxis (38,5%), behaviour of the taxi drivers towards passengers (37,2%), safety from accidents (36,5%) and roadworthiness of taxis (36,4%) were the attributes most likely to elicit dissatisfaction amongst users.

The distance between the taxi rank/route and the home was more prevalent in North West (30,0%), Limpopo (29,6%), KwaZulu-Natal (29,8%) as well as in Eastern Cape at 28,5%. Households who were not satisfied with taxi travel time were found more in Northern Cape (40,5%), Eastern Cape (31,9%), North West 29,9%) and KwaZulu-Natal (23,6%). The roadworthiness of taxis was of most concern in Gauteng (50,5%) and Western Cape (41,7%). These two provinces also had the highest level of concern about safety from accidents with 48,9% and 38,9%, respectively.

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

	RSA (per cent within RSA)	
Attributes of the minibus taxi service	**2013**	**2020**
Dissatisfaction		
The facilities at the taxi rank, e.g. shelters	54,9	56,3
The taxi fare	51,1	38,5
Behaviour of the taxi drivers towards passengers	44,8	37,2
Safety from accident	45,8	36,5
Roadworthiness of taxis	44,6	36,4
Security on the walk to/from the taxi rank	38,4	33,3
The waiting time for taxi	37,9	32,4
The frequency of taxi during off-peak period	33,9	30,2
Security at the taxi rank	37,9	29,9
The taxi service overall	39,1	29,9
The level of crowding in the taxis	37,4	29,7
The frequency of taxi during peak period	30,3	25,5
The distance between the taxi rank/route and your home	27,8	24,7
Security on the taxis	33,8	22,6
The travel time by taxi	21,1	22,2

The totals 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 54,9% in 2013 to 56,3% in 2020, while the proportion of those who indicated taxi fare decreased significantly by 12,6% between 2013 and 2020. The taxi service overall as a reason for dissatisfaction showed a significant decline of 9,2% between the two years.

7.7 Use of buses

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

Province	Time is taken to walk to the nearest bus stop/station (per cent within province)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Western Cape	78,3	19,0	1,9	0,8	**100**
Eastern Cape	68,5	25,0	5,7	0,8	**100**
Northern Cape	31,9	16,5	18,7	32,9	**100**
Free State	85,1	12,5	2,3	0,2	**100**
KwaZulu-Natal	69,8	18,3	9,5	2,4	**100**
North West	82,4	15,6	1,7	0,3	**100**
Gauteng	71,8	17,6	9	1,6	**100**
Mpumalanga	81,2	16,7	2	0,1	**100**
Limpopo	84,8	12,9	2,2	0,1	**100**
RSA	**75,5**	**17,1**	**5,8**	**1,6**	**100**

The totals used to calculate percentages excluded unspecified cases.

Table 7.20 shows the time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey. Nationally, the majority of those who travelled by bus (75,5%) reached their nearest bus station within 15 minutes, and 17,1% took 16 to 30 minutes walking to the bus stop, while 5,8% took between 31 and 45 minutes, and only 1,6% of households indicated that they walked close to an hour to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station, Free State (85,1%) Limpopo (84,8%) and North West (82,4%) were the most significant contributors. Households in the Eastern Cape were more likely than any other province to walk 16 to 30 minutes to the bus station (25,0%), followed by Western Cape (19,0%).

Figure 7.8: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020

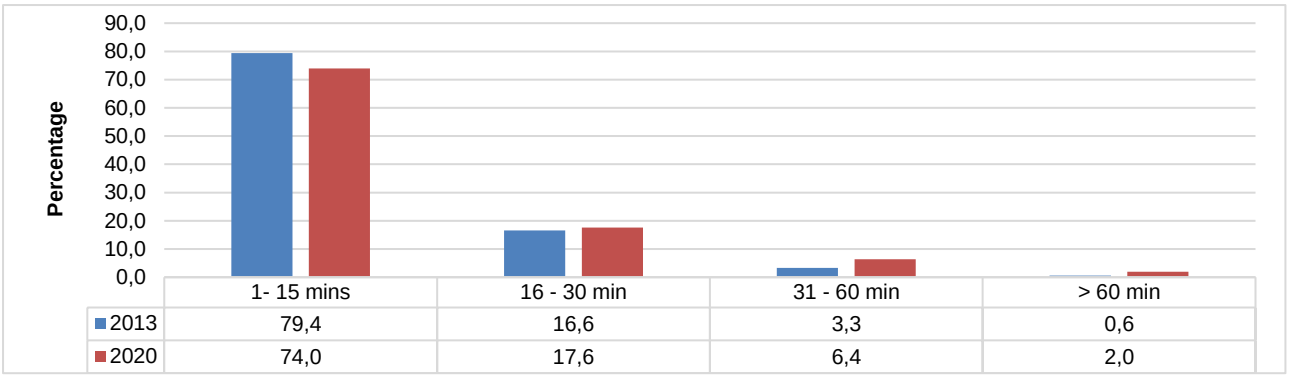


Figure 7.8 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between 1 to 15 minutes to the bus stop/station decreased from 79,4% in 2013 to 74,0% in 2020. Those who walked between 16 to 30 minutes increased from 16,6% in 2013 to 17,6% in 2020. A notable increase was observed among those who walked between 31 to 60 minutes (3,3% in 2013 to 6,4% in 2020) and those who walked more than 60 minutes (0,6% in 2013 to 2,0% in 2020).

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

Year	Reasons	Province (per cent within province, all reasons combined)									
		WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
2013	Not available	21,3	48,7	36,8	37,3	41,1	31,1	24,7	27,2	15,9	**30,1**
	Prefer taxi	9,7	10,1	13,1	19,7	12,2	17,4	12,9	18,7	23,1	**13,8**
	Prefer train	2,4	0,3	0,1	0,2	0,8	0,4	1,5	0,2	0,4	**1,0**
	Prefer private transport	20,5	8,2	11,7	11,4	8,3	10,5	16,6	11,3	9,7	**13,4**
	Can walk	8,0	4,1	15,1	3,6	2,0	5,5	5,2	4,2	6,6	**5,2**
	Don't travel much	6,1	5,5	10,1	7,6	3,3	10,0	5,3	7,6	7,9	**6,0**
	Reasons relating to service attributes	31,2	22,4	12,2	19,7	32,0	24,3	33,0	30,3	35,7	**29,6**
	Other	0,8	0,7	0,9	0,6	0,4	1,0	0,8	0,5	0,6	**0,7**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	26,1	44,8	35,3	29,9	33,1	37,0	28,1	26,3	21,5	**30,6**
	Prefer taxi	8,8	14,4	12,7	15,2	11,0	16,8	10,2	15,2	22,0	**12,8**
	Prefer train	0,2	0,1	0,3	0,3	0,2	0,4	0,9	0,2	0,3	**0,4**
	Prefer private transport	20,2	7,3	10,0	11,7	9,5	5,5	12,0	7,3	7,4	**10,8**
	Can walk	3,6	7,8	8,2	12,5	2,9	4,5	3,6	8,0	5,4	**5,1**
	Don't travel much	5,0	4,9	12,1	6,7	3,4	4,6	3,4	6,3	5,8	**4,6**
	Reasons relating to service attributes	32,5	18,2	17,9	20,8	38,9	28,2	39,7	35,5	35,0	**33,4**
	Other	3,6	2,5	3,5	2,9	0,9	3,1	2,0	1,2	2,6	**2,2**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

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

Table 7.22: Dissatisfaction with bus services by province, 2020

Attributes of the bus service	Province (per cent across province) WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Dissatisfaction										
The distance between the bus stop and your home	5,3	5,0	0,5	2,4	24,6	11,7	17,1	13,6	19,8	**100,0**
The travel time by bus	7,8	4,1	0,7	1,6	31,4	12,7	7,8	14,3	19,6	**100,0**
Security on the walk to/from the bus stop	15,0	4,4	0,5	3,2	22,3	9,0	13,5	17,9	14,1	**100,0**
Security at the bus stop	14,1	4,4	0,7	3,2	21,2	10,8	14,3	16,8	14,4	**100,0**
Security on the buses	16,5	3,7	0,9	4,4	23,0	11,9	11,8	16,4	11,3	**100,0**
The level of crowding in the bus	8,1	3,3	0,2	1,8	26,1	11,4	9,6	18,7	20,9	**100,0**
Safety from accidents	3,0	4,4	0,6	2,0	21,0	15,1	11,9	24,0	18,0	**100,0**
The frequency of buses during peak period	5,2	3,8	1,0	1,4	27,1	10,7	11,4	16,4	22,9	**100,0**
The frequency of buses during off-peak period	7,7	3,6	0,8	1,2	24,9	11,3	13,7	14,1	22,7	**100,0**
The punctuality of buses	9,7	3,2	0,4	1,5	28,0	12,1	13,0	13,7	18,4	**100,0**
The bus fares	9,2	3,3	1,1	3,2	24,5	13,8	14,6	20,7	9,6	**100,0**
The facilities at the bus stop, e.g. toilets, offices	9,8	4,7	0,9	2,5	22,2	11,2	14,2	13,0	21,6	**100,0**
Behaviour of the bus drivers towards passengers	5,1	2,4	0,8	2,7	27,8	17,7	11,8	16,7	15,1	**100,0**
The bus service overall	7,8	3,4	0,7	1,3	24,7	11,4	11,6	17,5	21,5	**100,0**
Availability of information	2,1	2,9	0,6	1,7	28,3	14,6	10,0	17,0	22,8	**100,0**
Attributes of the bus service	**Province (per cent within province) WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**Total**
Dissatisfaction										
The distance between the bus stop and your home	13,7	25,9	14,3	17,0	24,8	36,8	29,0	20,5	28,4	**24,9**
The travel time by bus	21,5	22,4	23,5	11,9	33,8	42,6	14,1	23,1	30,1	**26,6**
Security on the walk to/from the bus stop	49,2	28,7	18,8	28,3	28,6	35,8	29,1	34,3	25,6	**31,6**
Security at the bus stop	50,7	31,5	29,1	31,3	29,8	47,2	33,7	35,3	28,6	**34,6**
Security on the buses	38,6	17,3	25,2	27,9	21,0	33,7	18,1	22,4	14,6	**22,5**
The level of crowding in the bus	34,8	27,9	10,6	21,1	43,7	59,1	26,9	46,9	49,7	**41,3**
Safety from accidents	6,7	19,9	17,1	12,1	18,5	41,3	17,6	31,7	22,6	**21,8**
The frequency of buses during peak period	15,5	22,8	35,7	11,2	31,8	39,1	22,5	28,8	38,2	**28,9**
The frequency of buses during off-peak period	27,3	25,0	32,4	11,2	34,5	48,6	31,9	29,1	44,6	**34,1**
The punctuality of buses	27,9	18,5	12,5	11,3	31,3	42,1	24,5	22,9	29,3	**27,6**
The bus fares	20,1	14,4	28,6	19,2	21,1	36,9	21,0	26,6	11,7	**21,2**
The facilities at the bus stop, e.g. toilets, offices	61,1	58,1	65,0	41,6	54,3	85,1	58,5	47,5	75,2	**60,3**
Behaviour of the bus drivers towards passengers	9,0	8,3	15,6	12,7	19,1	37,8	13,7	17,1	14,7	**17,0**
Availability of information	25,5	22,1	28,4	11,1	31,4	45,2	24,7	33,3	38,8	**31,4**
The bus service overall	5,0	13,8	18,3	11,3	26,8	42,8	16,0	24,1	30,7	**23,4**

The totals used to calculate percentages excluded unspecified cases.

Table 7.22 summarises the reasons for dissatisfaction with bus services for those who used it. The facilities at the bus stop (60,3%), the level of crowding in the bus (41,3%), security at the bus stop (34,6%) and the frequency of buses during off-peak periods (34,1%) were the attributes most likely to elicit dissatisfaction

amongst bus users. Comparisons between provinces indicate that the distance between the bus stop and home was most important in North West (36,8%), followed by Gauteng (29,0%). Bus fares were most likely to be problematic in North West (36,9%) and Northern Cape (28,6%), whilst facilities at the bus stop were an important source of dissatisfaction in North West (85,1%), Limpopo(75,2%), Northern Cape (65%) and Western Cape (61,1%).

The waiting time for the bus was of most concern in North West (42,1%) and KwaZulu-Natal (31,3%). Safety from accidents was of most concern in North West (41,3%) and Mpumalanga (31,7%).

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

Attributes of the bus service	RSA (per cent within RSA)	
	2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. shelters	48,4	60,3
The level of crowding in the bus	44,7	41,3
Security at the bus stop	35,6	34,6
The frequency of bus during off-peak period	33,5	34,1
Security on the walk to/from the bus stop	35,0	31,6
The availability of information on the bus	28,0	31,4
The frequency of bus during peak period	31,2	28,9
The waiting time for bus	27,8	27,6
The travel time by bus	28,2	26,6
The distance between the bus stop and your home	26,7	24,9
The bus service overall	27,0	23,4
Security on the bus	29,3	22,5
Safety from accident in the bus	27,7	21,8
The bus fare	26,2	21,2
Behaviour of the bus drivers towards passengers	21,5	17,0

The totals used to calculate percentages excluded unspecified cases.

Between 2013 and 2020, households were most dissatisfied with the facilities at the bus stop, the level of crowding in the bus, and security at the bus stop. The increases were much more notable among those who were dissatisfied with the facilities at bus stop (+11,8 percentage points) and the availability of information on the bus (+3,4 percentage points).

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 province, 2020

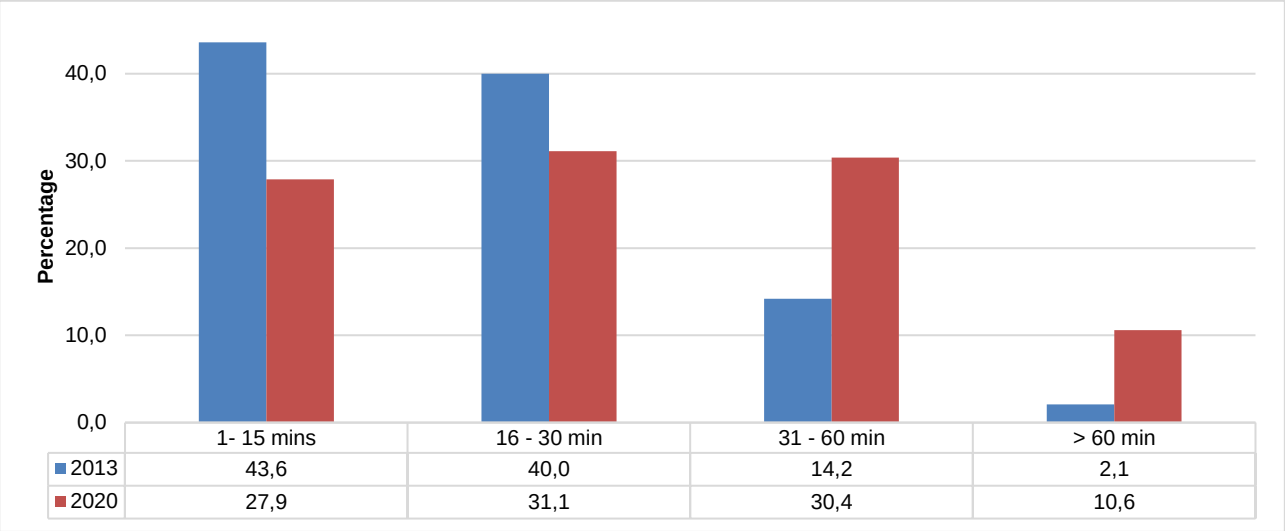
Province	Time taken to walk to the nearest train station (per cent within province)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Western Cape	30,7	35,4	30,0	4,0	100,0
Eastern Cape	32,2	39,7	23,0	5,1	100,0
KwaZulu-Natal	15,8	20,7	36,5	27,0	100,0
Gauteng	31,2	32,7	28,6	7,5	100,0
RSA	**27,9**	**31,1**	**30,4**	**10,6**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Time taken for households to walk to the nearest passenger train station is summarised in Table 7.24. The majority (31,1%) of households took sixteen to thirty minutes to walk to the nearest passenger train station, followed by 30,4% that indicated that they walked between thirty-one to sixty minutes to reach the nearest passenger train station. Approximately 11% of all households walked for more than an hour to the nearest passenger train station.

In 2020, Eastern Cape (32,2%) and Gauteng (31,2%) had the highest proportion of households that walked fifteen minutes or less to the nearest passenger train station, while KwaZulu-Natal (27,0%) had highest proportion of households that walked more than an hour to the nearest passenger train station.

Figure 7.9: Time taken to walk to the nearest train station by those who used trains during the calendar month preceding the survey, 2013 and 2020



	1- 15 mins	16 - 30 min	31 - 60 min	> 60 min
2013	43,6	40,0	14,2	2,1
2020	27,9	31,1	30,4	10,6

The time taken for households to walk to the nearest passenger train station is summarised in Figure 7.9. Nearly three out of ten households (31,1%) 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 (40,0%) 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 43,6% in 2013 to 27,9% in 2020.

A notable increase was observed among those who walked more than an hour (2,1% in 2013 to 10,6% in 2020).

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

Year	Reason	Province (per cent within province, all reasons combined)									
		WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
2013	Not available	24,2	57,5	42,7	47,6	60,8	56,8	22,1	66,0	68,4	**44,3**
	Prefer bus	1,4	1,3	0,7	1,1	1,2	1,7	1,0	1,0	3,1	**1,3**
	Prefer taxi	7,6	7,4	10,6	14,4	7,6	11,7	11,6	11,0	13,5	**10,4**
	Prefer private transport	20,8	6,7	10,5	10,1	5,6	6,2	15,3	6,7	3,3	**10,6**
	Can walk	7,2	3,6	14,0	2,5	1,5	3,2	4,4	1,9	3,3	**4,0**
	Don't travel much	6,8	5,4	11,4	11,7	2,3	5,7	5,9	3,8	3,3	**5,5**
	Reasons relating to service attributes	31,0	17,3	9,8	11,2	20,7	14,0	38,7	9,3	4,8	**23,1**
	Other	1,1	0,9	0,4	1,4	0,3	0,7	1,1	0,2	0,2	**0,8**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	100,0
2020	Not available	32,8	54,3	46,9	44,9	46,9	62,6	31,5	61,0	57,7	**44,9**
	Prefer bus	1,3	1,0	0,8	0,6	3,4	0,2	5,0	0,2	0,1	**2,3**
	Prefer taxi	7,5	2,8	3,7	0,7	8,3	5,5	11,6	2,4	1,9	**6,7**
	Prefer private transport	5,1	0,2	0,3	0,1	0,7	.	2,3	0,1	0,2	**1,4**
	Can walk	1,0	0,6	1,0	0,3	4,3	0,3	2,7	0,4	0,2	**1,8**
	Don't travel much	0,1	0,1	.	0,2	0,5	0,1	0,6	0,4	0,0	**0,3**
	Reasons relating to service attributes	48,2	38,3	45,3	50,7	35,2	27,5	44,5	34,7	36,3	**40,2**
	Other	4,0	2,9	2,0	2,5	0,7	3,9	1,8	0,9	3,5	**2,3**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	100,0

The totals 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, non-availability of train services remains the main reason for not using trains, with only a 0,6% variation between the two years. The second most common reason indicated for not using trains with an increase of 17,1% between 2013 and 2020 related to service attributes.

In 2013, Limpopo had the highest proportion (68,4%) of persons who indicated the non-availability of trains as the reason for not using the trains, followed by Mpumalanga (66,0%) and KwaZulu-Natal (60,8%). In 2020, the province with the highest proportion was North West (62,6%), followed by Mpumalanga (61,0%) and Limpopo (57,7%). As with the national level, there was a significant increase in the proportion of those who cited reasons related to service attributes as the second most common reason within the provinces.

Table 7.26: Dissatisfaction with train services by province, 2020

Attributes of the train service	Province (per cent across province) WC	EC	KZN	GP	RSA
Dissatisfaction					
The distance between the train station and your home	21,3	2,8	10,4	65,5	**100,0**
The travel time by train	20,2	1,6	10,3	68,0	**100,0**
Security on the walk to/from the train station	21,1	2,0	9,1	67,8	**100,0**
Security at the train station	22,3	0,3	5,8	71,5	**100,0**
Security on the train	20,3	0,4	8,6	70,7	**100,0**
The level of crowding in the train	17,2	1,7	9,4	71,7	**100,0**
Safety from accident in the train	22,8	0,8	8,4	68,0	**100,0**
The frequency of train during peak period	20,0	1,7	8,1	70,2	**100,0**
The frequency of train during off-peak period	20,4	1,7	6,9	71,0	**100,0**
The waiting time for train	19,1	2,2	8,0	70,7	**100,0**
The train fare	22,6	1,1	11,9	64,4	**100,0**
The facilities at the train station, e.g. toilets, offices	17,4	2,7	4,6	75,4	**100,0**
The train service overall	20,0	1,7	7,8	70,4	**100,0**
Attributes of the train service	**Province (per cent within province) WC**	**EC**	**KZN**	**GP**	**RSA**
Dissatisfaction					
The distance between the train station and your home	64,4	44,4	49,6	50,5	**52,6**
The travel time by train	85,3	34,9	68,9	73,5	**73,7**
Security on the walk to/from the train station	85,8	41,9	58,3	70,2	**70,6**
Security at the train station	74,0	5,8	30,6	60,5	**57,7**
Security on the train	76,1	7,4	51,1	67,6	**65,3**
The level of crowding in the train	85,8	44,6	73,9	91,2	**86,8**
Safety from accident in the train	51,3	9,6	29,8	39,0	**39,1**
The frequency of train during peak period	93,8	41,8	60,1	84,1	**81,7**
The frequency of train during off-peak period	95,9	41,6	51,0	85,0	**81,7**
The waiting time for train	95,1	56,4	62,8	89,7	**86,6**
The train fare	12,4	3,2	10,3	9,0	**9,6**
The facilities at the train station, e.g. toilets, offices	59,0	47,9	24,5	65,3	**59,1**
The train service overall	79,1	35,9	48,6	70,9	**68,7**

The totals used to calculate percentages excluded unspecified cases.

The level of crowding in the train (86,8%), the waiting time for trains (86,6%), the frequency of trains during peak periods (81,7%) and the frequency of trains during off-peak periods (81,7%) were the attributes most likely to elicit dissatisfaction amongst train users. Comparisons between provinces indicate that the waiting time for the train was most important in Western Cape (95,1%), followed by Gauteng (89,7%). These two provinces also had the highest level of concern about security on the walk to/from the train station with 85,8% and 70,2%, respectively. The level of crowding in the train was of most concern in Gauteng (91,2%) and Western Cape (85,8%).

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

Attributes of the train service	RSA (per cent within RSA)	
	2013	2020
Dissatisfaction		
The level of crowding in the train	78,2	86,8
The waiting time for train	52,5	86,6
The frequency of train during peak period	46,7	81,7
The frequency of train during off-peak period	50,7	81,7
The travel time by train	50,3	73,7
Security on the walk to/from the train station	56,6	70,6
The train service overall	47,0	68,7
Security on the train	47,4	65,3
The facilities at the train station, e.g. toilets, offices	45,9	59,1
Security at the train station	32,3	57,7
The distance between the train station and your home	52,6	52,6
Safety from accident in the train	29,4	39,1
The train fare	15,3	9,6

The totals used to calculate percentages excluded unspecified cases.

In 2013, reasons mostly likely to be indicated for dissatisfaction with train services were the level of crowding in the train (78,2%), followed by security on the walk to/from the train station (56,6%). In 2020, the level of crowding in the trains (86,8%) and waiting time for trains (86,6%) 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 47,0% in 2013 to 68,7% 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.

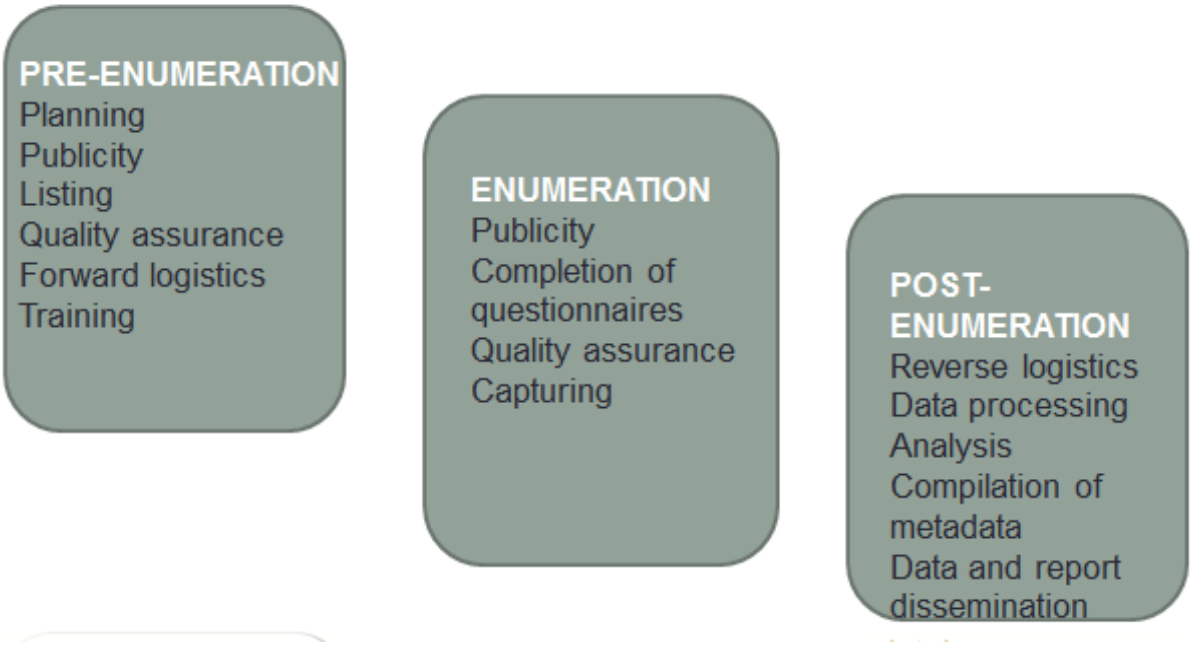
Table 8.1: Sample distribution by province

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.

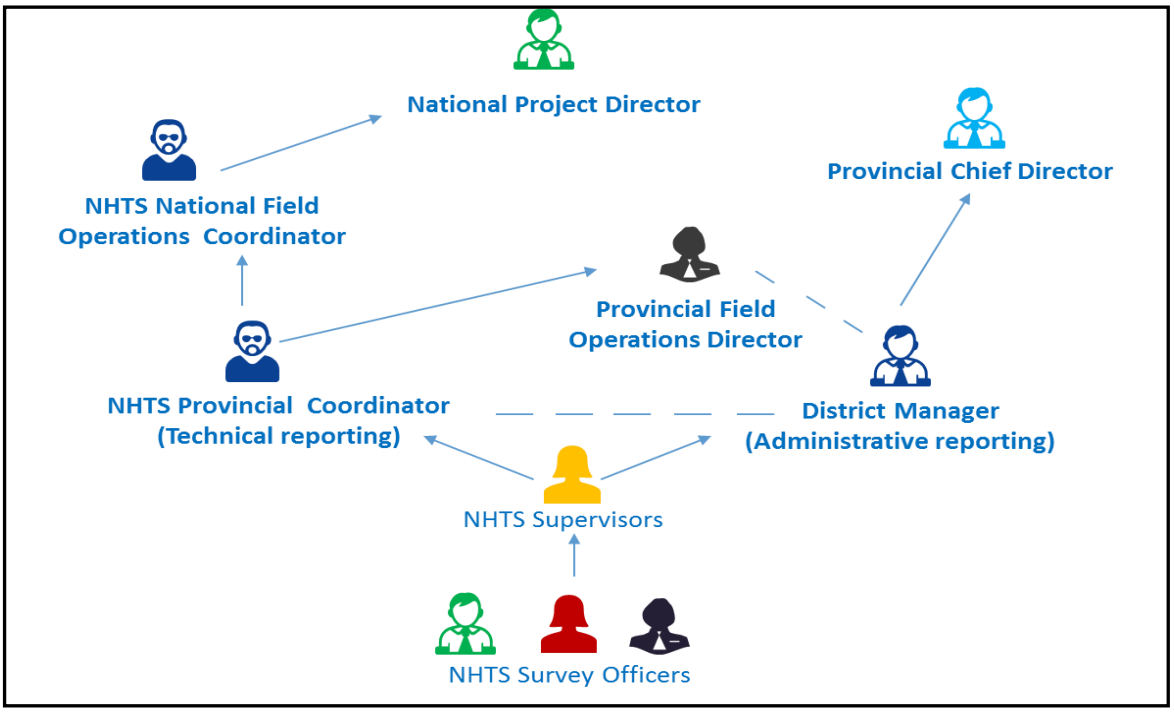
Figure 8.1: Phases of data collection



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.

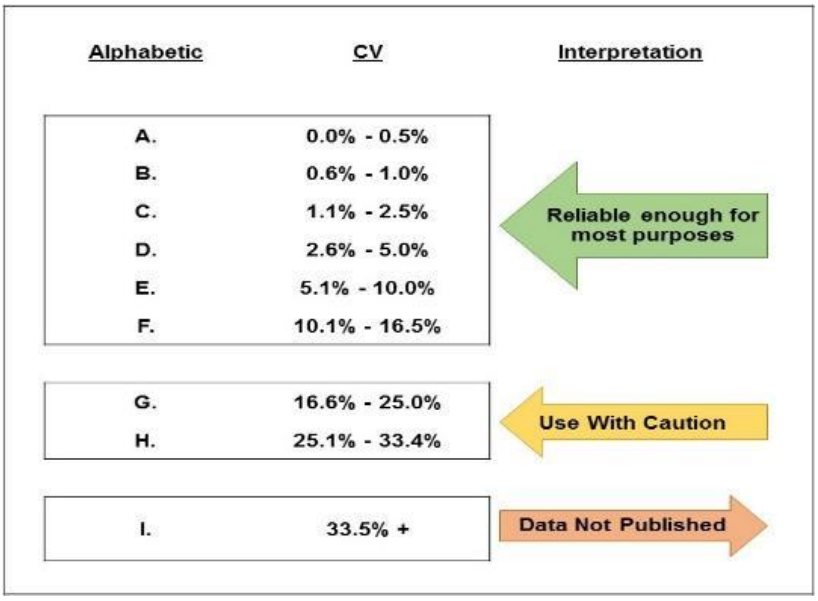
The face-to-face interview surveys are still the pillar of household travel surveys around the world. However, these surveys are bound by challenges such as inaccurate location and distance of trips. The NHTS 2020 experienced similar challenges were information about the distances of education-related 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 Measures of precision for selected variables of the NHTS

This section provides an overview of the standard error, confidence interval, coefficient of variation (CV), and the design effect (Deff) for a number of selected person and household variables. Estimates were computed based on a complex multistage survey design with stratification, clustering, and unequal weighting. The standard error is the estimated measure of variability in the sampling distribution of a statistic. The design effect for an estimate is the ratio of the actual variance (estimated based on the sample design) to the variance of a simple random sample with the same number of observations (Lohr, 1999; Kish, 1965). Coefficient of variation (CV) is a measure of the relative size of error defined as 100 X (standard error/estimated value).

Figure 8.3: Coefficient of variation thresholds



* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.4: Measures of precision for take any trip in the last seven days

2.2 Did take any trip/ travel in the last seven days?				
Q22Trip	**Frequency**	**CV**	**Per cent**	**CV**
Yes	45 032	0,01	76,0	0,0
No	14 189	0,01	23,9	0,0
Do not know	61	0,41	0,1	0,4
Total	**59 281**	**0,01**	**100,0**	
Frequency Missing = 12				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.5: Measures of precision for main mode of travel in the last seven days

2.5 On Travel Day, which modes of travel were used by household member?				
Main mode	**Frequency**	**CV**	**Per cent**	**CV**
Train	305	0,09	0,5	0,09
Bus	1 886	0,03	3,2	0,03
Taxi	10 712	0,02	18,1	0,01
Private vehicle: driver	6 204	0,03	10,5	0,03
Private vehicle: passenger	4 579	0,03	7,7	0,02
Walking all the way	17 409	0,01	29,4	0,01
Other	630	0,06	1,1	0,05
Unspecified	17 561	0,01	29,6	0,01
Total	**59 286**	**0,01**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.6: Measures of precision for attending schooling

Is household member mainly studying through?				
STDYMETH	**Frequency**	**CV**	**Per cent**	**CV**
Attending classes	17 845	0,01	96,4	0,00
Distance learning	668	0,05	3,6	0,05
Total	**18 513**	**0,01**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.7: Measures of precision for days travelled to educational institution

Table of Days				
Days	**Frequency**	**CV**	**Per cent**	**CV**
1-4 days	6634	0,05	3,7	0,05
5 days	17 038	0,01	94,2	0,00
6-7 days	393	0,06	2,2	0,06
Total	**18 095**	**0,01**	**100,0**	
Frequency Missing = 684				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.8: Measures of precision for attendees' time of leaving place of residence for attendance to an educational institution

3.11 At what time did scholar leave home to go to the educational institution on Travel day?				
Time	**Frequency**	**CV**	**Per cent**	**CV**
Before 06:30	2 632	0,03	15,4	0,02
06:30 to 06:59	4 191	0,02	24,6	0,02
07:00 to 07:59	9 571	0,01	56,2	0,01
08:00 or later	6501	0,06	3,8	0,06
Total	**17 044**	**0,01**	**100,0**	
Frequency Missing = 3 018				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.9: Measures of precision for main mode of travel used to an educational institution

3.18 What mode of travel did scholar use to get to the educational institution on Travel day?				
Main mode	**Frequency**	**CV**	**Per cent**	**CV**
Train	37	0,29	0,2	0,29
Bus	998	0,04	5,9	0,04
Taxi	2 713	0,03	15,9	0,02
Private vehicle: driver	382	0,09	2,2	0,09
Private vehicle: passenger	2 388	0,03	14,0	0,03
Walking all the way	10 121	0,01	59,4	0,01
Other	404	0,07	2,4	0,07
Total	**17 044**	**0,01**	**100,0**	
Frequency Missing = 3 019				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.10: Measures of precision for total time travelled to educational institution

Total time travelled to educational institution				
Time	**Frequency**	**CV**	**Per cent**	**CV**
1 – 30 minutes	10 402	0,01	61,0	0,01
31 - 60 minutes	4 522	0,02	26,5	0,02
61 + minutes	2 120	0,03	12,4	0,03
Total	**17 044**	**0,01**	**100,0**	
Frequency Missing = 3 019				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.11: Measures of precision for monthly cost of transport

Monthly cost of transport				
Cost (Rands)	**Frequency**	**CV**	**Per cent**	**CV**
1–100	147	0,09	3,2	0,09
101–200	833	0,04	18,0	0,04
200+	3 652	0,02	78,8	0,01
Total	**4 634**	**0,02**	**100,0**	
Frequency Missing = 37 873				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.12: Measures of precision for number of days travelled to work

Number of days travelled to work				
Days	**Frequency**	**CV**	**Per cent**	**CV**
1-4 days	2 119	0,02	13,8	0,02
5 days	9 516	0,02	62,0	0,01
6-7 days	3 703	0,02	24,1	0,02
Total	**15 339**	**0,01**	**100,0**	
Frequency Missing = 2 537				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.13: Measures of precision for main mode of travel used to work

What mode of travel did worker use to get to his/her destination?				
Main mode	**Frequency**	**CV**	**Per cent**	**CV**
Train	151	0,12	1,1	0,12
Bus	777	0,04	5,8	0,04
Taxi	3 753	0,02	28,1	0,02
Private vehicle: driver	4 810	0,03	36,0	0,02
Private vehicle: passenger	997	0,04	7,5	0,04
Walking all the way	2 704	0,02	20,3	0,02
Other	159	0,07	1,2	0,08
Total	**13 350**	**0,01**	**100,0**	
Frequency Missing = 6 898				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.14: Measures of precision for number of transfers made by public transport users

Table of Main mode by change					
Main mode	**No of transfers**	**Frequency**	**CV**	**Per cent**	**CV**
Train	1	52	0,20	89,7	0,20
	2	3	0,65	5,2	0,65
	3	3	1,00	5,2	1,00
	Total	**58**	0,17	100,0	0,18
Bus	1	122	0,09	91,0	0,09
	2	10	0,32	7,5	0,32
	3	2	0,81	1,5	0,80
	Total	**134**	0,09	100,0	0,09
Taxi	1	638	0,05	88,9	0,02
	2	65	0,16	9,1	0,16
	3	15	0,39	2,1	0,38
	Total	718	0,04	100,0	0,02
Total	**1**	**813**	**0,04**	**89,2**	**0,02**
	2	**78**	**0,15**	**8,6**	**0,14**
	3	**20**	**0,33**	**2,2**	**0,33**
	Total	**911**	**0,03**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.15: Measures of precision for time workers leave for work

4.21 At what time did the worker leave home to go to work on Travel day?				
Time	**Frequency**	**CV**	**Per cent**	**CV**
Before 06:00	3 268	0,02	24,5	0,02
06:00 to 06:29	2 320	0,03	17,4	0,02
06:30 to 06:59	2 409	0,03	18,0	0,02
07:00 to 07:59	3 982	0,02	29,8	0,02
08:00 or later	1 373	0,04	10,3	0,03
Total	**13 352**	**0,01**	**100,0**	
Frequency Missing = 6 896				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.16: Measures of precision for total time travelled to place of work

Total time travelled to work				
Time	**Frequency**	**CV**	**Percent**	**CV**
1–30 minutes	5510	0,02	41,3	0,01
31-60 minutes	4 427	0,02	33,2	0,02
61+ minutes	3 414	0,02	25,6	0,02
Total	**13 352**	**0,01**	**100,0**	
Frequency Missing = 6 896				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.17: Measures of precision for monthly cost of transport to work

Monthly cost transport to work				
Cost (Rands)	**Frequency**	**CV**	**Per cent**	**CV**
1–100	198	0,11	2,5	0,11
101–200	230	0,09	2,9	0,09
200+	7 410	0,02	94,5	0,00
Total	**7 838**	**0,02**	**100,0**	
Frequency Missing = 20 640				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.18: Measures of precision for incidence of business trips during the past calendar month

5.1 Has "household member" undertaken any business trip(s) longer than 20 km away from his/ her usual place of work within the RSA in the past calendar month?				
Business trip	**Frequency**	**CV**	**Per cent**	**CV**
Yes	1 085	0,04	8,2	0,03
No	12 204	0,01	91,8	0,00
Total	**13 289**	**0,01**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.19: Measures of precision for main mode of travel used for business trip

5.3 Thinking of household's last business trip(s) what mode of travel did household use for the longest part of the trip?				
Main mode	**Frequency**	**CV**	**Percent**	**CV**
Train	4	0,41	0,3	0,41
Bus	53	0,12	3,9	0,12
Taxi	284	0,05	20,5	0,05
Private vehicle: driver	767	0,04	55,5	0,03
Private vehicle: passenger	166	0,08	12,0	0,07
Aircraft	89	0,14	6,4	0,14
Other	20	0,20	1,5	0,20
Total	**1 383**	**0,02**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.20: Measures of precision for day trip/s taken away from usual home/place of residence in the twelve months prior to the interview

6.1 Has household member undertaken any day trip(s) away from this home in the past twelve months?				
Day trip	**Frequency**	**CV**	**Percent**	**CV**
Yes	12 169	0,02	28,8	0,01
No	30 135	0,01	71,2	0,01
Total	**42 304**	**0,01**	**100,0**	
Frequency Missing = 10				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.21: Measures of precision for persons who undertook day trips by main mode of travel

6.3 What was households' member main mode of travel used for this trip?				
Main mode	**Frequency**	**CV**	**Percent**	**CV**
Train	95	0,16	0,8	0,16
Bus	885	0,04	7,3	0,04
Taxi	5 336	0,02	43,9	0,02
Private vehicle: driver	2 612	0,03	21,5	0,03
Private vehicle: passenger	2 550	0,03	21,0	0,02
Walking all the way	392	0,07	3,2	0,09
Other	297	0,08	2,4	0,08
Total	**12 167**	**0,01**	**100,0**	
Frequency Missing = 4				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.22: Measures of precision for overnight trips taken away from usual home/residence in the twelve months prior to the interview

6.1 Has household member undertaken any overnight trip(s) away from this home in the past twelve months?				
Overnight trip	**Frequency**	**CV**	**Per cent**	**CV**
Yes	10 708	0,02	25,3	0,01
No	31 596	0,01	74,7	0,01
Total	42 304	**0,01**	**100,0**	
Frequency Missing = 10				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.23: Measures of precision for persons who undertook overnight trips by main mode of travel

6.9 What was household's member main mode of travel used to reach the main destination?				
Main mode	**Frequency**	**CV**	**Per cent**	**CV**
Train	57	0,15	0,5	0,15
Bus	1 135	0,04	10,6	0,04
Taxi	4 575	0,02	42,7	0,02
Private vehicle: driver	1 923	0,03	18,0	0,03
Private vehicle: passenger	2 256	0,03	21,1	0,03
Aircraft	464	0,12	4,3	0,12
Other	299	0,07	2,8	0,07
Total	**10 708**	**0,01**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.24: Measures of precision for monthly household expenditure on public transport

7.5.1 What was the total monthly household expenditure on public transport?				
Expenditure	**Frequency**	**CV**	**Percent**	**CV**
Nothing	4 782	0,04	29,7	0,03
R1 - R100	2 890	0,03	18,0	0,02
R101 - R200	2 345	0,03	14,6	0,02
R201 - R300	1 270	0,03	7,9	0,03
R301 - R500	1 474	0,03	9,2	0,03
R501 - R1 000	1 832	0,04	11,4	0,03
R1 001 or more	1 484	0,05	9,2	0,04
Total	**16 076**	**0,02**	**100,0**	
Frequency Missing = 2 685				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.25: Measures of precision for monthly household expenditure for public transport trips to work

7.5.1a What was the household monthly expenditure on public transport for work-related trips?				
Expenditure	**Frequency**	**CV**	**Per cent**	**CV**
R1 - R100	494	0,06	7,8	0,06
R101 - R200	576	0,05	9,1	0,05
R201 - R300	534	0,05	8,5	0,05
R301 - R500	1 265	0,04	20,0	0,03
R501 - R1 000	1 848	0,04	29,3	0,02
R1 001 or more	1 593	0,06	25,2	0,04
Total	**6 311**	**0,03**	**100,0**	
Frequency Missing = 3 585				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.26: Measures of precision for monthly household expenditure for public transport trips to educational institution

7.5.1b What was the household monthly expenditure on public transport for education-related trips?				
Expenditure	**Frequency**	**CV**	**Per cent**	**CV**
R1 - R100	266	0,07	7,0	0,07
R101 - R200	544	0,04	14,4	0,04
R201 - R300	567	0,05	15,0	0,04
R301 - R500	926	0,05	24,5	0,04
R501 - R1 000	1 017	0,05	26,9	0,03
R1 001 or more	466	0,07	12,3	0,06
Total	**3 786**	**0,03**	**100,0**	
Frequency Missing = 3 167				

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.27: Measures of precision for main mode of travel usually used by households

8.3 What are the two most important transport-related problems experienced by the household?				
Main mode	**Frequency**	**CV**	**Percent**	**CV**
Train	382	0,10	2,2	0,09
Bus	1 629	0,04	9,4	0,04
Taxi	10 727	0,02	61,8	0,01
Private vehicle: driver	3 280	0,05	18,9	0,04
Private vehicle: passenger	695	0,05	4,0	0,05
Walking all the way	584	0,05	3,4	0,05
Other	48	0,15	0,3	0,15
Total	**17 346**	**0,02**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

Table 8.28: Measures of precision for use of public transport by households

8.8 Have you used any of the following public transport modes in the past calendar month?				
Mode	**Frequency**	**CV**	**Percent**	**CV**
Train	520	0,09	4,3	0,08
Bus	2 051	0,04	17,0	0,03
Taxi	9 480	0,02	78,7	0,00
Total	**12 052**	**0,02**	**100,0**	

* Indicates 0% to 16,5% Coefficient of Variation for reliable enough statistics .
** Indicates 16,6% to 33,4% Coefficient of Variation for statistics that should be used with caution.
*** Indicates Coefficient of Variation greater than 33,5%.

8.11 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.

8.12 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.

Annexures

1. Population

Table 1.1: Population group and sex by province, 2020

Province	Thousands														
	Black African			Coloured			Indian/Asian			White			RSA		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Western Cape	**2 539**	1 265	1 274	**3 492**	1 701	1 791	**22**	9	13	**868**	440	428	**6 921**	**3 415**	**3 506**
Eastern Cape	**5 684**	2 739	2 944	**554**	261	293	**51**	29	22	**423**	206	217	**6 712**	**3 236**	**3 476**
Northern Cape	**629**	315	313	**575**	276	299	**1**	1	*	**69**	35	34	**1 273**	**627**	**647**
Free State	**2 526**	1 216	1 310	**66**	29	37	**7**	5	2	**295**	142	152	**2 894**	**1 393**	**1 501**
KwaZulu-Natal	**9 955**	4 730	5 225	**87**	48	40	**960**	495	464	**363**	163	200	**11 365**	**5 436**	**5 929**
North West	**3 759**	1 873	1 886	**85**	42	43	**5**	5	*	**218**	114	105	**4 068**	**2 033**	**2 035**
Gauteng	**12 643**	6 324	6 319	**281**	132	149	**415**	208	207	**2 067**	1 005	1 061	**15 406**	**7 669**	**7 737**
Mpumalanga	**4 389**	2 165	2 224	**53**	31	22	**19**	9	10	**175**	85	91	**4 636**	**2 289**	**2 347**
Limpopo	**5 793**	2 737	3 056	**21**	12	9	**37**	16	21	**159**	68	90	**6 010**	**2 834**	**3 177**
South Africa	**47 917**	**23 365**	**24 552**	**5 215**	**2 533**	**2 682**	**1 516**	**776**	**740**	**4 638**	**2 258**	**2 380**	**59 286**	**28 932**	**30 354**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

1. Population

Table 1.2: Population by age group, population group and sex, 2020

	Thousands														
	Black African			Coloured			Indian/Asian			White			RSA		
Age group	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
0–4	**4 929**	2 494	2 435	**477**	242	235	**98**	50	48	**227**	116	111	**5 731**	**2 902**	**2 829**
5–9	**4 909**	2 488	2 421	**476**	241	235	**98**	50	48	**250**	128	122	**5 733**	**2 906**	**2 827**
10–14	**4 701**	2 371	2 330	**455**	230	225	**93**	48	45	**263**	134	129	**5 513**	**2 782**	**2 730**
15–19	**3 981**	2 000	1 981	**412**	207	205	**87**	45	42	**242**	123	119	**4 722**	**2 376**	**2 347**
20–24	**4 086**	2 056	2 030	**425**	213	211	**103**	55	48	**254**	128	126	**4 867**	**2 452**	**2 416**
25–29	**4 661**	2 362	2 298	**436**	219	217	**130**	72	58	**268**	135	133	**5 494**	**2 788**	**2 707**
30–34	**4 744**	2 420	2 324	**427**	214	214	**143**	80	64	**297**	150	147	**5 612**	**2 863**	**2 748**
35–39	**3 870**	1 969	1 900	**378**	185	192	**141**	78	64	**306**	153	152	**4 694**	**2 386**	**2 308**
40–44	**2 903**	1 429	1 474	**316**	156	160	**119**	65	55	**307**	151	156	**3 645**	**1 800**	**1 845**
45–49	**2 327**	1 107	1 220	**312**	151	161	**109**	57	52	**351**	173	178	**3 099**	**1 488**	**1 611**
50–54	**1 827**	795	1 031	**300**	138	162	**95**	48	48	**333**	163	170	**2 555**	**1 143**	**1 411**
55–59	**1 560**	645	915	**261**	120	141	**84**	40	44	**312**	150	162	**2 216**	**956**	**1 261**
60–64	**1 233**	488	745	**203**	89	113	**70**	32	37	**302**	145	158	**1 808**	**755**	**1 053**
65–69	**915**	346	569	**147**	61	86	**57**	25	32	**278**	130	147	**1 396**	**563**	**833**
70–74	**597**	205	392	**93**	36	57	**41**	17	24	**243**	113	130	**974**	**371**	**604**
75+	**675**	188	487	**99**	31	67	**48**	16	32	**405**	167	238	**1 227**	**403**	**824**
Total	**47 918**	**23 363**	**24 552**	**5217**	**2 533**	**2 681**	**1 516**	**778**	**741**	**4 638**	**2 259**	**2 378**	**59 286**	**28 934**	**30 354**

Due to rounding, numbers do not necessarily add up to totals.

1. Population

Table 1.3: Population by province and population group, 2020

Province	Thousands				
	Population group				
	Black African	Coloured	Indian/Asian	White	Total
Western Cape	2 539	3 492	22	868	**6 921**
Eastern Cape	5 684	554	51	423	**6 712**
Northern Cape	629	575	1	69	**1 273**
Free State	2 526	66	7	295	**2 894**
KwaZulu-Natal	9 955	87	960	363	**11 365**
North West	3 759	85	5	218	**4 068**
Gauteng	12 643	281	415	2 067	**15 406**
Mpumalanga	4 389	53	19	175	**4 636**
Limpopo	5 793	21	37	159	**6 010**
Total	**47 917**	**5 215**	**1 516**	**4 638**	**59 286**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

1. Population

Table 1.4: Population by province and age group, 2020

Province	Thousands							
	Age group							
	0–6 years	7–14 years	15–19 years	20–25 years	26–40 years	41–64 years	65+ years	Total
Western Cape	764	944	523	675	1 803	1 752	460	**6 921**
Eastern Cape	950	1 273	545	612	1 437	1 351	545	**6 712**
Northern Cape	188	180	95	132	306	283	90	**1 273**
Free State	409	424	227	271	767	604	190	**2 894**
KwaZulu-Natal	1 601	1 984	928	1 156	2 999	2 064	634	**11 365**
North West	585	616	319	416	1 007	890	234	**4 068**
Gauteng	1 851	1 819	1 159	1 621	4 626	3 507	824	**15 406**
Mpumalanga	659	730	398	482	1 231	892	243	**4 636**
Limpopo	965	1 035	528	588	1 338	1 179	377	**6 010**
RSA	**7 972**	**9 005**	**4 722**	**5 953**	**15 514**	**12 523**	**3 597**	**59 286**

Due to rounding, numbers do not necessarily add up to totals.

2. General travel

Table 2.1: Number of persons by main reason for not travelling in the seven days prior to the interview by province, 2020

	Thousands									
	Province									
Main reason for not traveling	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Did not need to travel	1 055	975	125	282	1 900	290	1 349	484	334	**6 794**
Disabled: transport inaccessible	9	9	1	2	11	2	2	2	4	**43**
Too old/young to travel	210	385	82	152	799	233	624	300	316	**3 102**
Worried about safety/security/crime	1	4	*	2	1	3	4	2	*	**17**
No interest/nothing to see or do that appeals to me	32	18	2	8	24	14	18	26	5	**147**
Taking care of children/sick/elderly relative	131	72	19	36	101	68	98	34	50	**608**
No particular reason	82	107	12	47	134	116	150	41	63	**751**
Transport strike	*	1	*	2	11	2	4	*	*	**21**
Other	48	31	6	12	37	16	89	28	20	**286**
Financial reasons	129	141	5	69	429	66	175	121	79	**1 213**
Not well enough to travel/sick	89	127	14	43	141	56	123	44	52	**688**
Too expensive	6	40	1	4	42	7	31	21	10	**160**
Not enough time to travel	4	16	*	6	48	10	18	9	13	**124**
Usual transport not available	*	2	*	1	3	1	*	1	1	**9**
No available public transport at specific times	1	1	*	*	3	*	*	1	1	**6**
No available public transport	5	4	1	1	2	*	*	2	1	**15**
Disabled: unable to leave the house	35	36	5	9	48	10	25	14	17	**199**
Total	**1 836**	**1 970**	**273**	**673**	**3 734**	**894**	**2 709**	**1 129**	**965**	**14 184**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

2. General travel

Table 2.2: Number of persons by main reason for not travelling in the seven days preceding the survey and age group, 2020

	Thousands							
	Age group							
Main reason for not travelling	**0–6 years**	**7–14 years**	**15–19 years**	**20–25 years**	**26–40 years**	**41–64 years**	**65+ years**	**Total**
Did not need to travel	781	258	372	946	2 111	1 642	683	**6 794**
Disabled: transport inaccessible	1	2	2	6	9	17	6	**43**
Too old/young to travel	2 389	38	5	3	3	119	547	**3 102**
Worried about safety/security/crime	2	*	1	2	5	5	2	**17**
No interest/nothing to see or do that appeals to me	3	1	10	35	47	42	9	**147**
Taking care of children/sick/elderly relative	3	*	24	93	275	182	30	**608**
No particular reason	45	24	52	132	262	188	48	**751**
Transport strike	2	6	2	3	3	4	*	**21**
Other	29	15	13	50	84	85	12	**286**
Financial reasons	32	27	67	256	532	269	29	**1 213**
Not well enough to travel/sick	11	14	20	46	123	271	204	**688**
Too expensive	4	4	12	29	61	41	9	**160**
Not enough time to travel	1	3	6	13	42	49	11	**124**
Usual transport not available	1	*	1	1	2	2	1	**9**
No available public transport at specific times	1	*	1	*	2	2	*	**6**
No available public transport	1	1	2	2	3	4	3	**15**
Disabled: unable to leave the house	4	10	10	21	46	77	31	**199**
Total	3 310	402	598	1 639	3 612	3 000	1 624	**14 184**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 2.3: Trains used by household members by province, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Province							RSA
		WC	EC	FS	KZN	GP	MP	LP	
Train (Metrorail)	Number	74	11	*	32	168	1	*	**286**
	Percent	100,0	90,7	*	99,9	92,7	25,9	*	**93,3**
Rapid rail link (e.g. Gautrain)	Number	*	*	*	*	12	2	*	**16**
	Percent	*	*	*	*	6,7	33,5	*	**5,4**
Long distance train (e.g.Shosholoza , Blue train)	Number	*	1	*	*	1	2	*	**4**
	Percent	*	5,2	*	*	0,6	40,5	*	**1,3**
Total	**Number**	**74**	**12**	*	**32**	**181**	**5**	*	**306**
	Percent	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	*	**100,0**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small

Table 2.4: Buses used by household members by province, 2020

Bus	Statistics (numbers in thousands)	Province									RSA
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Bus	Number	226	109	38	71	347	125	361	293	215	**1 784**
	Percent	93,3	93,1	100,0	98,0	98,7	100,0	82,7	99,6	99,2	**94,3**
BRT/ IRT bus (bus rapid transit system)	Number	16	6	*	*	1	*	66	*	*	**90**
	Percent	6,5	5,1	*	*	0,3	*	15,1	*	*	**4,8**
Gautrain bus	Number	*	*	*	*	*	*	9	*	*	**10**
	Percent	*	*	*	*	*	*	2,1	*	*	**0,5**
Long distance bus	Number	1	1	*	*	*	*	1	*	*	**8**
	Percent	0,2	1,0	*	*	*	*	0,2	*	*	**0,4**
Total	**Number**	**242**	**117**	**38**	**72**	**351**	**125**	**436**	**294**	**217**	**1 893**
	Percent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small

Table 2.4: Type of taxis used by household members by province, 2020

Taxi	Statistics (numbers in thousands)	Province									RSA
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Local minibus taxi/commuter/ short-distance (e.g. quantum, siyaya, impendulo, etc.)	Number	943	763	92	313	1 538	522	3 569	658	1 130	**9 527**
	Percent	94,0	73,5	74,5	80,1	81,6	87,7	91,0	83,2	88,2	**86,4**
Bakkie taxi/tambai	Number	3	165	3	3	269	27	62	74	35	**641**
	Percent	0,3	15,9	2,4	0,8	14,3	4,5	1,6	9,4	2,8	**5,8**
Long-distance minibus taxi	Number	8	12	8	17	33	40	101	35	68	**321**
	Percent	0,8	1,2	6,3	4,4	1,8	6,7	2,6	4,4	5,3	**2,9**
Sedan taxi/ four plus one	Number	18	84	4	55	16	4	111	7	18	**318**
	Percent	1,8	8,1	3,1	14,1	0,9	0,7	2,8	0,9	1,4	**2,9**
Metered taxi	Number	20	8	17	1	14	2	10	17	29	**118**
	Percent	2,0	0,8	13,8	0,4	0,8	0,4	0,3	2,1	2,3	**1,1**
App/ web based/ call on demand/e-hailing	Number	5	4	*	*	13	*	62	*	*	**85**
	Percent	0,5	0,4	*	*	0,7	*	1,6	*	*	**0,8**
Special transit for people with disabilities (dial a ride)	Number	5	1	*	1	2	*	7	*	*	**17**
	Percent	0,5	0,1	*	0,3	0,1	*	0,2	*	*	**0,2**
Total	**Number**	**1 002**	**1 037**	**123**	**390**	**1 886**	**595**	**3 922**	**791**	**1 281**	**11 026**
	Percent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small

3. Education-related travel

Table 3.1: Number of person attending educational institution and studying through attending classes or distance learning by province, 2020

Province	Thousands		
	2020		
	Learners who completed question	Number attending classes	Number distance learning
Western Cape	1 720	1 691	30
Eastern cape	2 346	2 318	28
Northern Cape	349	342	7
Free State	951	940	11
KwaZulu-Natal	3 748	3 635	113
North West	1 223	1 192	31
Gauteng	4 484	4 132	352
Mpumalanga	1 462	1 426	36
Limpopo	2 230	2 170	59
RSA	**18 513**	**17 845**	**668**

Due to rounding, numbers do not necessarily add up to totals.

3. Education-related travel

Table 3.2: Number of days per week that learners attend an educational institution by province, 2020

Province	Thousands							
	Number of days							
	01	02	03	04	05	06	07	Total
Western Cape	10	*	*	*	1 315	*	*	**1 326**
Eastern Cape	14	*	4	2	1 955	33	3	**2 012**
Northern Cape	*	*	*	*	288	2	*	**290**
Free State	5	*	1	1	700	15	2	**725**
KwaZulu-Natal	46	2	*	2	3 115	39	2	**3 206**
North West	4	*	1	1	956	16	*	**978**
Gauteng	18	*	4	1	2 963	64	18	**3 069**
Mpumalanga	10	*	*	1	1 165	38	10	**1 226**
Limpopo	11	*	5	1	1 705	76	14	**1 812**
South Africa	**120**	**5**	**15**	**9**	**14 162**	**282**	**51**	**14 644**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education-related travel

Table 3.3: Time that those who attend an educational institution leave by province, 2020

Province	Number of persons who completed the question (`000)	Thousands			
		Leaving time to travel to educational institution			
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later
Western Cape	1 598	139	194	1 221	45
Eastern Cape	2 182	256	350	1 526	50
Northern Cape	331	41	105	175	9
Free State	896	82	189	578	47
KwaZulu-Natal	3 419	635	913	1 678	193
North West	1 146	183	350	570	43
Gauteng	4 000	577	920	2 309	194
Mpumalanga	1 355	206	474	658	17
Limpopo	2 117	514	696	856	52
RSA	**17 044**	**2 632**	**4 191**	**9 571**	**651**

Due to rounding, numbers do not necessarily add up to totals.

3. Education-related travel

Table 3.4: Time taken walking at the end of the trip to reach educational institution on weekdays by province, 2020

Province	Number of persons that walk at the end of the trip (`000)	Thousands				
		Walking time				
		1 to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	> 60 minutes
Western Cape	311	306	5	*	*	*
Eastern Cape	310	297	8	4	1	*
Northern Cape	44	44	1	*	*	*
Free State	79	75	5	*	*	*
KwaZulu-Natal	579	568	9	1	1	*
North West	144	141	3	*	*	*
Gauteng	648	615	33	1	*	*
Mpumalanga	146	141	4	1	*	*
Limpopo	262	254	7	*	*	*
South Africa	**2 525**	**2 441**	**75**	**6**	**2**	**1**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education-related travel

Table 3.5: Main mode of travel to educational institution by province, 2020

Mode of travel	Number of persons that walk at the end of the trip(`000)	Thousands								
		Province								
		WC	EC	NC	FS	KZN	NW	GP	MP	LP
Train	37	15	3	*	*	2	*	17	*	*
Bus	998	101	79	25	29	213	72	284	85	111
Taxi	2 713	219	328	34	136	454	193	864	184	301
Car/bakkie/truck driver	382	108	32	4	15	52	15	111	29	15
Car/bakkie/truck passenger	2 388	291	242	40	82	571	129	743	100	191
Walking all the way	10 121	851	1 475	212	626	2 052	690	1 792	941	1 480
Other	404	13	23	15	7	74	48	188	17	20
South Africa	**17 044**	**1 598**	**2 182**	**331**	**896**	**3 419**	**1 146**	**4 000**	**1 355**	**2 117**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education-related travel

Table 3.6: Main mode of travel to educational institution used by learners attending school by province, 2020

Mode of travel		Number of learners travelling (`000)	Thousands								
			Province								
			WC	EC	NC	FS	KZN	NW	GP	MP	LP
Public Transport	Train	16	10	1	*	*	1	*	4	*	*
	Bus	821	65	75	24	21	191	65	229	66	85
	Taxi	1 932	148	265	24	91	365	136	545	141	218
Private Transport	Car/bakkie/truck driver	195	66	19	3	4	32	3	44	17	6
	Car/bakkie/truck passenger	1 922	257	205	33	59	485	93	578	79	133
Walking all the way		8 891	743	1 333	188	524	1 899	611	1 443	849	1 301
Other		331	10	20	12	6	63	36	153	15	17
South Africa		**14 108**	**1 300**	**1 917**	**283**	**705**	**3 035**	**944**	**2 996**	**1 167**	**1 760**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education-related travel

Table 3.7: Province of destination for educational trips by province, 2020

Province of origin	Thousands Province of destination WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Western Cape	1 668	*	*	*	*	*	*	*	*	**1 668**
Eastern Cape	1	2 314	*	*	5	*	*	*	*	**2 321**
Northern Cape	*		341	1	*	*	*	*	*	**343**
Free State	*	*	*	935	*	*	6	*	*	**941**
KwaZulu-Natal	*	1	*	*	3 679	*	*	1	*	**3 681**
North West	*	*	6	1	*	1 176	23	*	1	**1 207**
Gauteng	*	*	*	5	*	5	4 283	2	*	**4 295**
Mpumalanga	*	*	*	*	*	*	12	1 429	2	**1 443**
Limpopo	*	*	*	*	*	1	5	1	2 187	**2 193**
South Africa	**1 669**	**2 316**	**347**	**942**	**3 684**	**1 183**	**4 328**	**1 433**	**2 190**	**18 092**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.1: Workers by time workers leave for work by province, 2020

Province	Number of workers who completed the question (`000)	Number of workers				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Western Cape	1 747	368	124	349	701	205
Eastern Cape	901	168	33	176	432	93
Northern Cape	265	56	17	67	106	19
Free State	564	112	25	141	244	43
KwaZulu-Natal	1 711	506	64	380	532	229
North West	692	205	25	133	262	66
Gauteng	3 915	1 279	157	741	1 164	575
Mpumalanga	826	319	20	174	252	61
Limpopo	904	255	37	247	283	83
RSA	**11 525**	**3 268**	**501**	**2 408**	**3 976**	**1 373**

Due to rounding, numbers do not necessarily add up to totals.

4. Work-related travel

Table 4.2: Workers by arrival time at the place of work by province, 2020

Province	Number of workers who completed the question (`000)	Number of workers				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Western Cape	1 979	104	37	399	1 015	424
Eastern Cape	961	116	13	115	504	213
Northern Cape	278	25	6	71	137	38
Free State	618	61	10	119	328	100
KwaZulu-Natal	1 947	231	36	387	861	433
North West	752	139	20	131	337	126
Gauteng	4 514	453	71	809	1 986	1 196
Mpumalanga	899	130	16	217	401	135
Limpopo	1 027	104	35	225	493	171
RSA	**12 974**	**1 362**	**243**	**2 472**	**6 061**	**2 836**

Due to rounding, numbers do not necessarily add up to totals.

4. Work-related travel

Table 4.3: Workers by walking time to the first public transport by province, 2020

Province	Number of workers who completed the question (`000)	Thousands			
		Walking time			
		1-5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes
Western Cape	644	449	122	37	37
Eastern Cape	215	120	56	19	20
Northern Cape	47	32	10	2	3
Free State	161	108	28	15	9
KwaZulu-Natal	662	337	159	90	77
North West	214	111	46	38	19
Gauteng	1 677	766	427	233	251
Mpumalanga	295	138	81	38	38
Limpopo	286	128	80	46	31
RSA	**4 202**	**2 191**	**1 009**	**517**	**484**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.4: Workers by walking time to the first public transport and mode of travel, 2013

Mode of travel	Number of workers who completed the question (`000)	Thousands			
		Walking time			
		Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes
Train	135	38	17	26	55
Bus	635	321	170	76	68
Taxi	2 915	1 546	705	366	297
RSA	**3 685**	**1 905**	**892**	**467**	**420**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.5: Workers by waiting time for first public transport (train, bus and taxi), 2020

Mode of travel	Number of workers who completed the question (`000)	Thousands			
		Number of workers			
		Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes
Train	132	57	27	13	35
Bus	616	416	132	39	29
Taxi	2 847	2 029	438	199	180
RSA	**3 595**	**2 502**	**598**	**251**	**244**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.6: Workers by waiting time for first public transport (train, bus and taxi) by province, 2020

Province	Total (`000)	Train				Total (`000)	Bus				Total (`000)	Taxi			
		Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes		Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes		Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes
WC	34	15	10	3	7	**110**	79	24	4	4	**355**	296	42	10	8
EC	3	2	1	1	*	**16**	13	2	*	*	**151**	115	26	7	3
NC	*	*	*	*	*	**9**	7	1	*	1	**18**	14	3	1	*
FS	*	*	*	*	*	**37**	32	2	2	1	**99**	82	10	3	4
KZN	20	8	5	5	3	**98**	71	16	8	2	**470**	318	68	49	35
NW	1	1	*	*	*	**27**	15	8	2	2	**133**	103	16	8	5
GP	74	32	12	5	25	**117**	66	34	9	8	**1345**	898	230	109	108
MP	*	*	*	*	*	**141**	97	26	10	8	**106**	82	15	6	3
LP	*	*	*	*	*	**61**	35	19	4	4	**172**	122	29	7	14
RSA	**132**	**57**	**27**	**13**	**35**	**616**	**416**	**132**	**39**	**29**	**2847**	**2 029**	**438**	**199**	**180**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.7: Workers by walking time at the end of the work trip using public transport (train, bus and taxi) by province, 2020

Mode of travel	Number of workers who completed the question (`000)	Number of workers				
		Did not walk	Up to 5 minutes	6 - 10 minutes	11 - 15 minutes	> 15 minutes
Train	124	7	33	26	30	29
Bus	574	50	316	101	54	53
Taxi	2 738	206	1 529	535	250	219
RSA	**3 437**	**262**	**1 877**	**662**	**334**	**301**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work-related travel

Table 4.8: Province of destination for work trips by province, 2020

Province of origin	Province of destination									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
WC	2 387	*	*	*	*	*	1	*	*	**2 389**
EC	2	1 307	*	2	5	*	1	*	*	**1 317**
NC	1	*	354	1	*	1	*	*	*	**356**
FS	*	*	*	781	*	1	9	*	*	**791**
KZN	*	3	*	*	2 586	*	2	1	*	**2 591**
NW	*	*	4	3	*	886	49	1	19	**961**
GP	1	1	3	15	3	18	5 614	10	6	**5 671**
MP	*	*	*	*	3	*	53	1 090	11	**1 157**
LP	1	*	*	*	*	*	5	4	1 327	**1 337**
RSA	**2 392**	**1 311**	**361**	**801**	**2 597**	**906**	**5 734**	**1 106**	**1 363**	**16 570**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

5. Business trips

Table 5.1: Mode of travel used for most recent business trip by province, 2020

Mode of travel		Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
Public transport	Train	*	*	*	*	*	*	2	*	*	**3**
	Bus	4	7	2	3	2	3	10	14	9	**54**
	Taxi	19	28	3	7	27	20	69	46	65	**284**
Private transport	Car\bakkie\truck driver	76	56	25	62	66	51	283	63	85	**767**
	Car\bakkie\truck passenger	15	15	4	9	19	20	42	14	27	**166**
Aircraft		21	3	4	3	7	1	49		1	**89**
Other		3	6	*	*	2	*	2	4	4	**20**
South Africa		**139**	**115**	**40**	**84**	**121**	**96**	**456**	**141**	**190**	**1 383**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

6. Other travel patterns

Table 6.1: Number of persons who undertook overnight trip/s by mode of travel to return to usual place of residence and province, 2020

	Thousands									
	Province									
Mode of travel	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**Total**
Train (Metrorail)	3	1	1	1	3	1	19	*	*	**31**
Long distance train (e.g. Shosholoza, Blue Train)	2	*	1	*	1	3	16	1	*	**24**
Bus	30	26	11	31	49	65	226	52	190	**680**
BRT/IRT bus (bus rapid transit system)	2	3	*	*	3	*	2	1	*	**11**
Gautrain bus	*	*	*	*	*	*	2	*	*	**2**
Long distance bus (e.g. Intercape, Translux, etc.)	40	41	7	9	25	10	277	8	20	**437**
Metered taxi	2	*	18	*	1	18	2	*	2	**45**
App/web based/call on demand (e.g. Uber, Taxify, etc.)	2	1	*	*	1	*	17	*	1	**21**
Special transit for people with disabilities (dial a ride)	*	1	*	*	3	*	1	*	1	**6**
Local minibus taxi/commuter/short-distance	64	149	21	32	174	138	578	69	374	**1 598**
Long-distance minibus taxi	82	154	30	164	281	271	1 128	229	449	**2 789**
School bus	1	1	*	1	1	1	1	*	*	**6**
Sedan taxi/four plus one	2	10	*	2	2	3	33	*	7	**58**
Bakkie taxi/tambai	*	16	1	2	20	15	*	4	1	**58**
Car/bakkie passenger	204	123	77	106	121	179	1 043	108	236	**2 196**
Car/bakkie passenger through a lift club	1	2	4	5	8	8	12	3	5	**49**
Car/bakkie driver	196	98	46	109	101	108	891	112	187	**1 850**
Truck/lorry/tractor/trailer passenger	*	1	*	1	2	1	3	*	1	**11**
Truck/lorry/tractor driver	*	1	*	*	1	*	4	1	1	**9**
Company vehicle	3	8	4	6	8	6	20	2	6	**64**
Scooter/motorcycle	*	*	*	1	*	*	*	*	*	**1**
Tuk-tuk	*	*	*	*	*	*	*	*	*	*****
Bicycle	*	*	*	*	*	1	*	*	*	**2**
Animal-drawn transport/vehicle	*	*	*	*	*	2	*	*	*	**3**
Boat/ship	*	1	*	*	1	*	*	*	*	**1**
Aircraft	43	29	1	6	40	7	326	5	7	**464**
Rapid rail link (e.g. Gautrain)	*	*	*	*	*	*	2	*	*	**2**
Walking all the way	25	13	*	10	40	11	52	19	32	**202**
Other	7	6	12	23	5	6	15	6	12	**90**
South Africa	**708**	**683**	**235**	**509**	**888**	**858**	**4 671**	**623**	**1 533**	**10 708**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household-related statistics

Table 7.1a: Most important transport related problems experienced by household by province, 2020

	Thousands									
	Province									
Problems experienced	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
No buses available	404	615	78	138	814	239	1 445	240	416	**4 390**
No buses at specific times e.g. late at night	84	111	11	69	378	125	606	282	405	**2 071**
Buses too far	140	63	2	10	173	27	133	114	100	**762**
Buses too expensive	123	15	5	21	82	20	82	65	16	**429**
Reckless driving by bus drivers	40	37	4	13	36	10	82	38	25	**286**
No taxis available	74	97	27	46	140	47	87	54	41	**613**
No taxis at specific times, e.g. late at night	57	78	36	105	258	138	173	136	155	**1 135**
Taxis too far	46	122	9	36	283	78	205	117	137	**1 032**
Taxis too expensive	75	337	64	86	524	145	587	230	221	**2 269**
Reckless driving by taxi drivers	336	206	36	83	169	80	598	92	88	**1 687**
No trains available	328	27	18	20	198	24	617	110	31	**1 374**
No trains at specific times, e.g. late at night	17	6	4	9	31	5	66	10	14	**161**
Trains too far	62	36	4	1	128	1	298	20	3	**553**
Trains too expensive	*	5	*	1	13	*	4	3	2	**29**
Trains are not reliable	113	11	1	4	33	1	288	10	3	**464**
Crime	340	133	9	82	183	82	338	68	71	**1 306**
Overload	90	139	14	13	199	73	145	46	165	**885**
Rude drivers	146	86	34	80	153	65	389	99	51	**1 102**
Poor condition of roads	69	668	46	467	596	535	718	261	608	**3 968**
Parking	9	6	1	1	24	1	10	2	5	**58**
Toll fees	*	1	*	1	16	*	38	5	4	**66**
Congestion	364	56	3	11	147	30	528	10	45	**1 194**
No transport problems	341	189	119	258	484	322	863	235	333	**3 145**
Other	94	75	26	43	69	135	394	63	120	**1 019**
Total	**3 352**	**3 118**	**553**	**1 599**	**5 133**	**2 184**	**8 693**	**2 309**	**3 059**	**30 001**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7.1 Household-related statistics

Table 7.1b: Households by the number of bicycles that were in working order and province

Province	Thousands Number of bicycles owned by households No bicycles	1–3 bicycles	3 or more	Total
Western Cape	1 746	183	6	**1 936**
Eastern Cape	1 728	60	4	**1 792**
Northern Cape	332	19	*	**352**
Free State	863	54	1	**918**
KwaZulu-Natal	2 878	102	1	**2 981**
North West	1 178	73	1	**1 252**
Gauteng	4 741	302	6	**5 048**
Mpumalanga	1 300	48	1	**1 348**
Limpopo	1 615	104	2	**1 721**
RSA	**16 381**	**945**	**21**	**17 348**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Household-related statistics

Table 7.2: Households by the number of animal-drawn vehicles that were in a working order and province

Province	Thousands Number of animal-drawn vehicles by households 0	1–3	3 or more	Total
Western Cape	1 935	1	*	**1 936**
Eastern Cape	1 790	2	*	**1 792**
Northern Cape	344	7	*	**352**
Free State	917	*	*	**918**
KwaZulu-Natal	2 980	*	1	**2 981**
North West	1 240	12	*	**1 252**
Gauteng	5 048	*	*	**5 048**
Mpumalanga	1 348	*	*	**1 348**
Limpopo	1 718	3	*	**1 721**
RSA	**17 321**	**25**	**1**	**17 348**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Household-related statistics

Table 7.3: Households that own an animal that can pull animal-drawn vehicles by province

	Thousands		
	Ownership of animals		
Province	No	Yes	Total
Western Cape	1 936	*	1 936
Eastern Cape	1 781	11	**1 792**
Northern Cape	345	7	**352**
Free State	917	1	**918**
KwaZulu-Natal	2 976	5	**2 981**
North West	1 237	15	**1 252**
Gauteng	5 046	3	**5 048**
Mpumalanga	1 348	*	**1 348**
Limpopo	1 713	8	**1 721**
RSA	**17 298**	**50**	**17 348**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 7.4: Households by reasons for not using minibus taxi in the month preceding the survey by province

		Thousand									
		Province									
Indicator		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Reason 1	Not available	127	331	57	97	291	62	115	61	88	**1 229**
	Prefer train	3	4	*	*	1	*	6	*	1	**15**
	Prefer bus	19	11	*	4	15	4	8	23	9	**94**
	Prefer private transport	410	133	38	111	289	89	739	90	88	**1 988**
	Can walk	48	41	25	43	29	34	71	36	30	**356**
	Don't travel much	32	45	12	20	37	37	38	34	17	**273**
	Reasons relating to service attributes	347	275	48	136	286	66	466	110	108	**1 841**
	Other	11	10	5	13	20	10	26	6	7	**107**
	Total	997	849	186	425	967	302	1 470	360	347	**5 903**
Reason 2	Prefer train	*	1	1		3	1	7	*	*	**13**
	Prefer bus	23	16	1	2	41	10	9	6	18	**126**
	Prefer private transport	127	66	13	41	141	10	144	32	47	**620**
	Can walk	35	73	34	73	81	23	74	79	28	**500**
	Don't travel much	62	54	26	50	35	35	57	28	33	**383**
	Reasons relating to service attributes	282	140	12	91	199	37	326	48	68	**1 203**
	Other	35	45	7	19	21	24	40	19	16	**226**
	Total	**564**	**396**	**94**	**276**	**521**	**138**	**658**	**212**	**210**	**3 070**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

8. Possession of a driver's licence

Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and province, 2020

Province	Number 18 years and older (`000)	Possession of driver's licence					
		Yes			No		
		Number	Per cent in RSA	Per cent in province	Number	Per cent in RSA	Per cent in province
Western Cape	4 894	1 696	14,1	34,7	3 198	11,7	65,3
Eastern Cape	4 128	867	7,2	21,0	3 261	11,9	79,0
Northern Cape	848	198	1,6	23,4	650	2,4	76,6
Free State	1 918	520	4,3	27,1	1 398	5,1	72,9
KwaZulu-Natal	7 187	1 899	15,8	26,4	5 288	19,4	73,6
North West	2 663	617	5,1	23,2	2 047	7,5	76,8
Gauteng	11 052	4 484	37,3	40,6	6 567	24,0	59,4
Mpumalanga	2 989	795	6,6	26,6	2 194	8,0	73,4
Limpopo	3 656	951	7,9	26,0	2 705	9,9	74,0
South Africa	**39 336**	**12 027**	**100**	**30,6**	**27 309**	**100**	**69,4**

Provincial comparisons have to be done with care due to boundary changes that took place between 2013 and 2020.
Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

8. Possession of driver's licence

Table 8.2: Number of persons aged 18 years and older by age group, type of driver's licence and sex, 2020

	Motorcycle ('000)			Light motor vehicle ('000)			Heavy motor vehicle ('000)		
Age group	Total	Male	Female	Total	Male	Female	Total	Male	Female
18–25	**35**	22	14	**473**	259	214	**595**	432	163
26–39	**87**	62	25	**1 733**	894	840	**2 826**	2 016	810
40–49	**56**	44	12	**1 170**	577	593	**1 466**	1 101	366
50–59	**69**	55	14	**979**	490	489	**797**	630	167
60+ years	**62**	50	12	**1 285**	602	683	**621**	533	87
Total	**310**	**233**	**77**	**5 640**	**2 823**	**2 818**	**6 306**	**4 712**	**1 593**

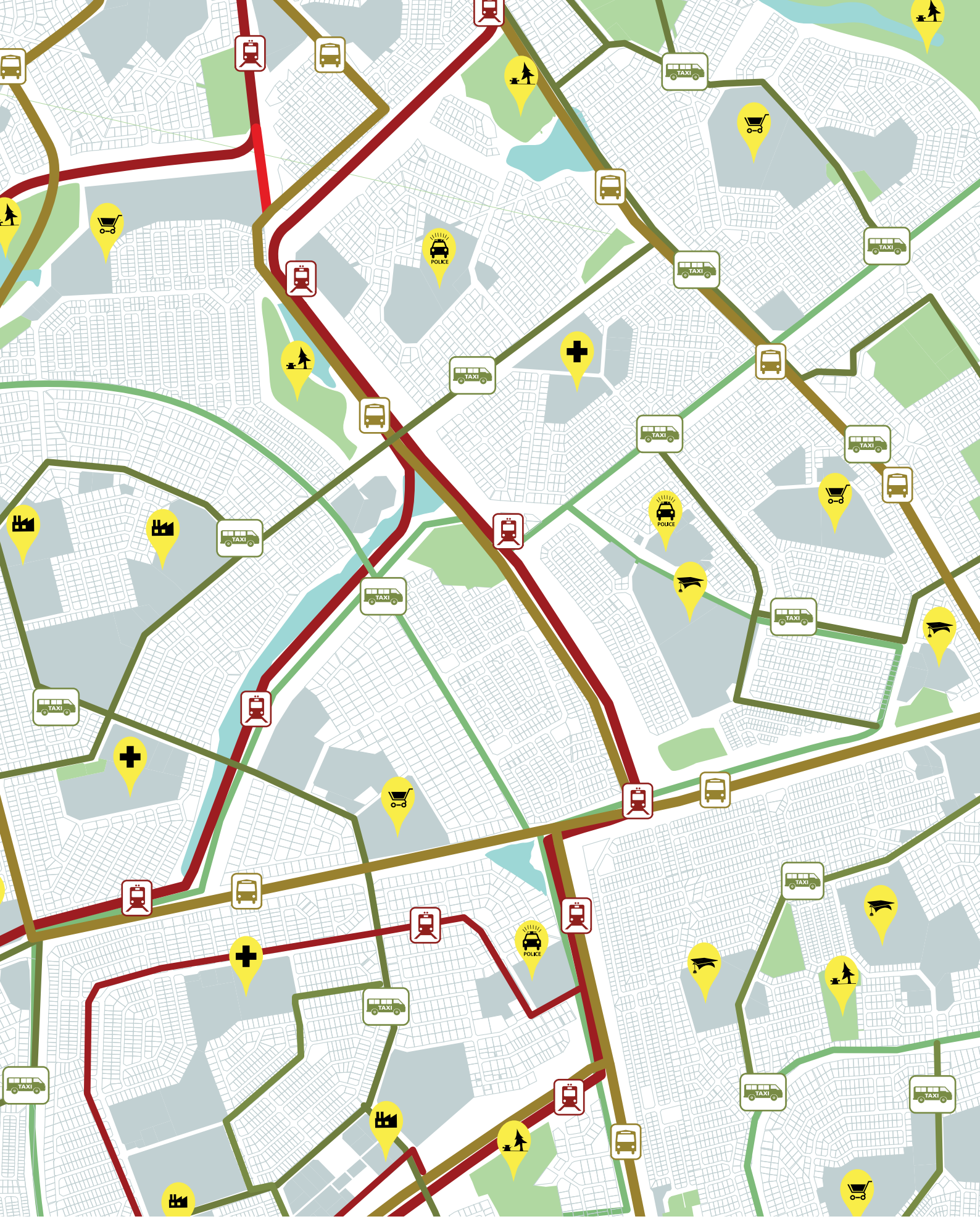
Note: Motorcycle (code A1, A), Car (Code B, EB), Heavy vehicle (Code C, C1, EC, EC1).
Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

8. Possession of a driver's licence

Table 8.3: Persons aged 18 years and older who are in possession of a driver's licence by population group and sex, 2020

		Sex		Sex	
		Male	Female	Male	Female
Population group	Total	Number	Number	%	%
Black African	**6 875**	4 728	2 146	68,8	31,2
Coloured	**1 011**	684	327	67,7	32,3
Indian/Asian	**763**	455	308	59,7	40,3
White	**3 352**	1 680	1 672	50,1	49,9
Other	**26**	18	7	72,2	27,8
Total	**12 027**	**7 566**	**4 460**	**62,9**	**37,1**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.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