

National Household Travel Survey (NHTS)

2020

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The NHTS covers the following topics:



General travel patterns



Education-related trips



Work-related trips



Business trips



Day & overnight trips



Household travel patterns



Household use of public transport at a glance

Background



transport

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The **National Department of Transport (NDOT)** relied on the annual October Household Survey, now known as the General Household Survey, to obtain transport information.

NDOT decided to undertake National Household Travel Survey (NHTS) because there was a need to understand how and why people travel in more detail.



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The first NHTS was conducted in 2003 (**Stats SA** responsible for data collection only) and the second survey done in 2013 by Stats SA. The third round of NHTS was in 2020.

Data collection in this regard took place between January and March 2020, and a total of 65 523 dwelling units were sampled



COVID-19 Impact on Data Collection

Data collection was scheduled for a two-month period stretching from 27 January to 20 March 2020.

A mop-up period was planned for the week of 23-27 March 2020, but this had to be cancelled following the **suspension of all fieldwork on 19 March 2020** due to 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 be enumerated** (approximately 3,7% of the original sample of 65 523 dwelling units).

Trip:

A one-way movement from an origin to a destination, to fulfil a purpose or undertake an activity

Public transport



Public transport



Train



Bus



Taxi

Private transport



Car/truck driver



Car/truck passenger

Non-motorised transport



Walking



Cycling



Animal drawn Vehicles



General Travel Patterns



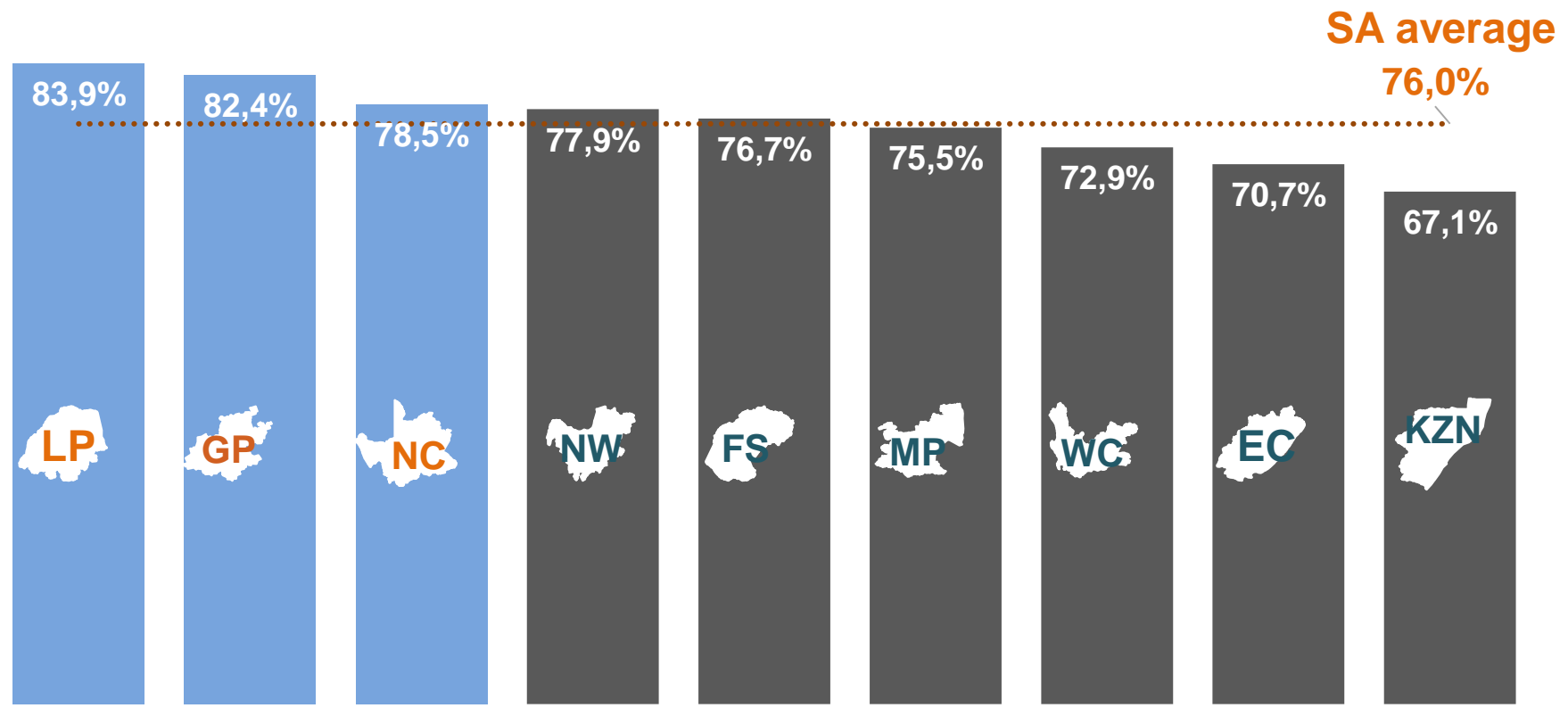
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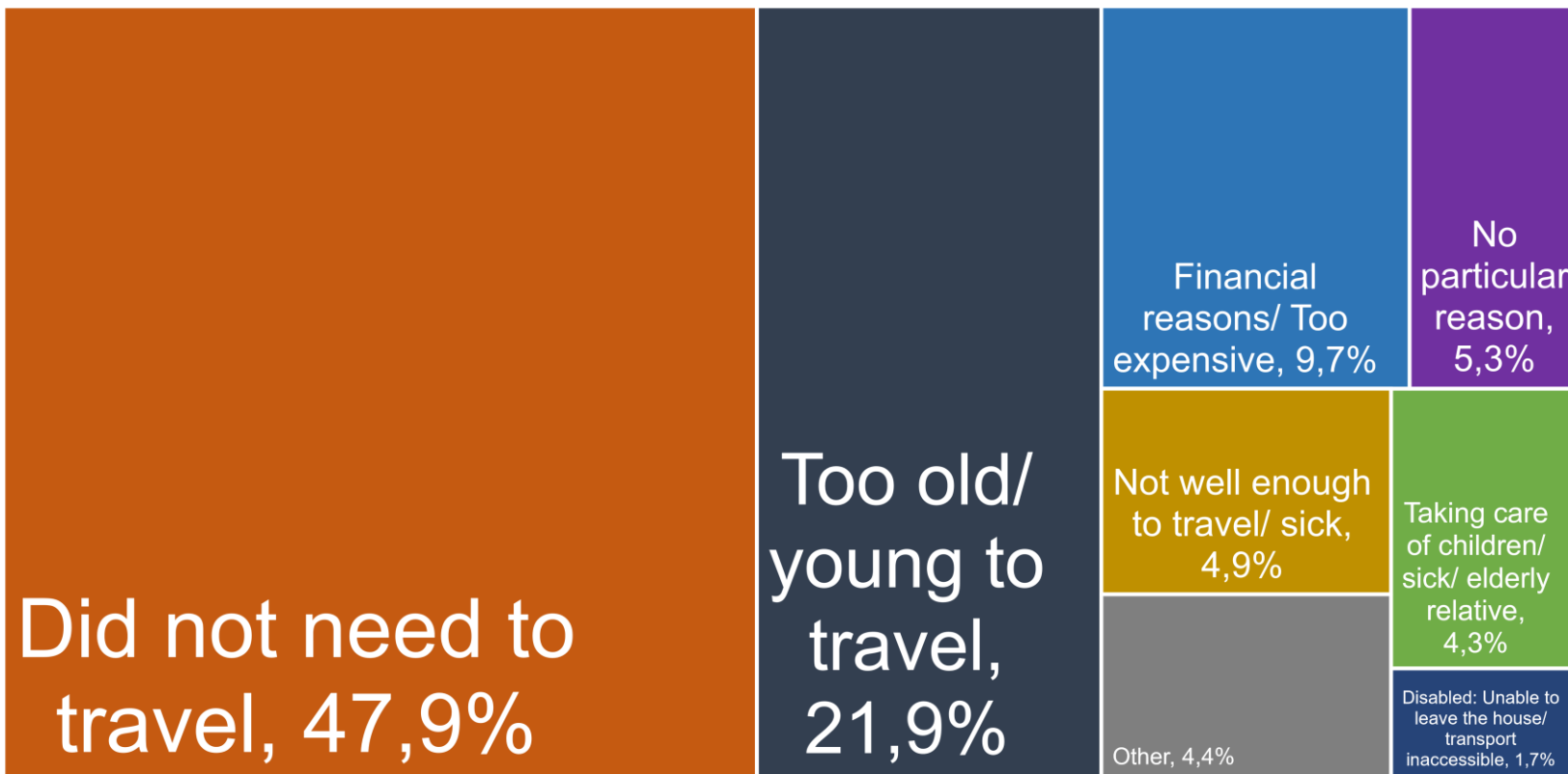
A total of 76,0% of South Africans undertook trips seven days prior to the interview. Limpopo residents were the most likely to travel in the week before their interviews (83,9%).

Percentage of individuals who undertook a trip in the seven days prior to the survey



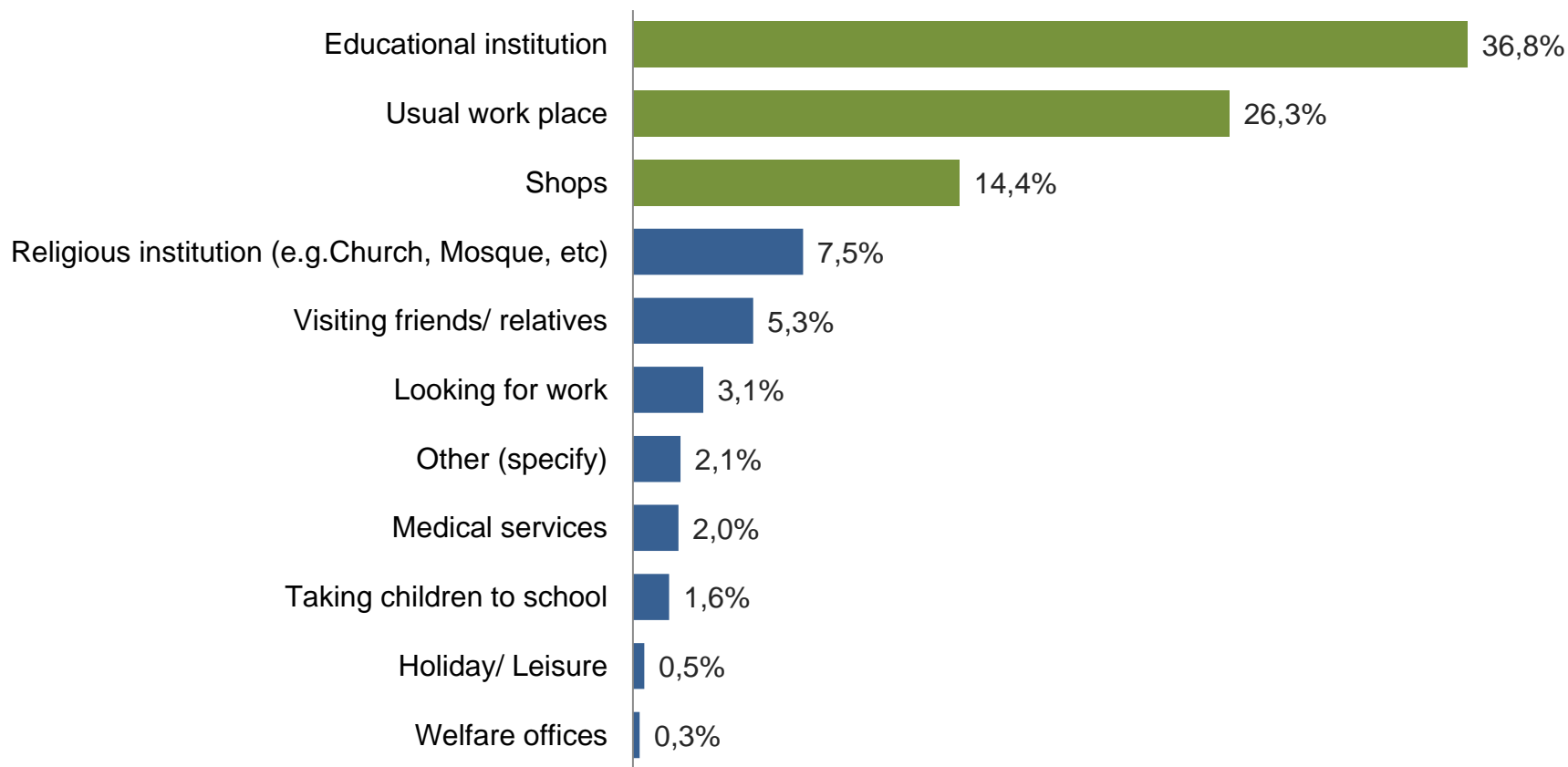
Among those that did not travel, **about 48%** of household members said they had **‘no need to travel’** in the seven days preceding the survey. Too old/young to travel (21,9%) was second-most commonly mentioned, followed by financial reasons (9,7%).

Percentage distribution of main reasons for not travelling in the seven days prior to interview by household members



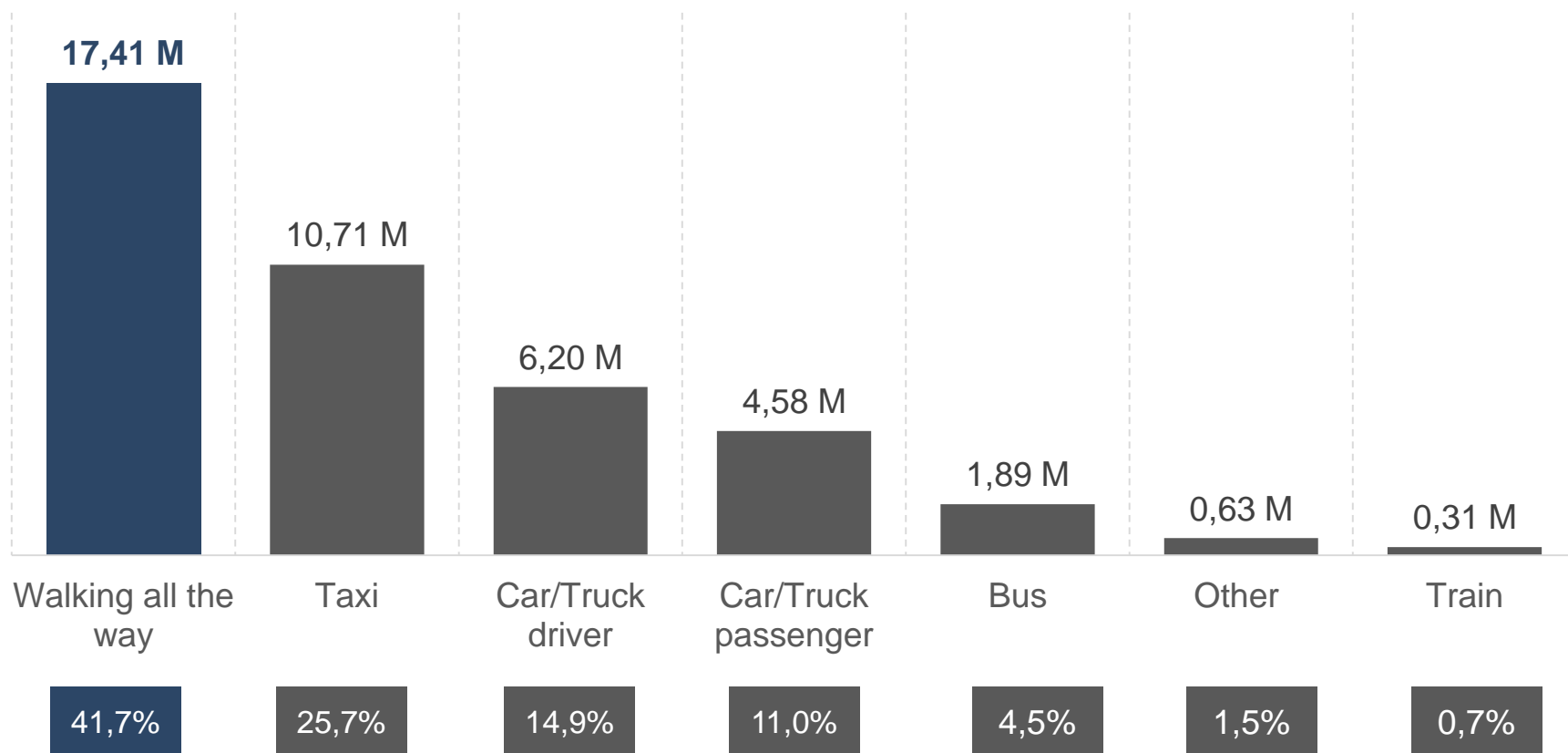
Nationally, travelling to **educational institutions**(36,8%) was the main purpose for undertaking a trip by household members. This was followed by **trips to work**, **visiting the shops** or attending a religious institution.

Percentage distribution of main purpose for travelling in the seven days prior to interview by household members



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**.

Percentage distribution and number of household members by mode of travel used during the seven days prior to the interview





Education-related Travel Patterns



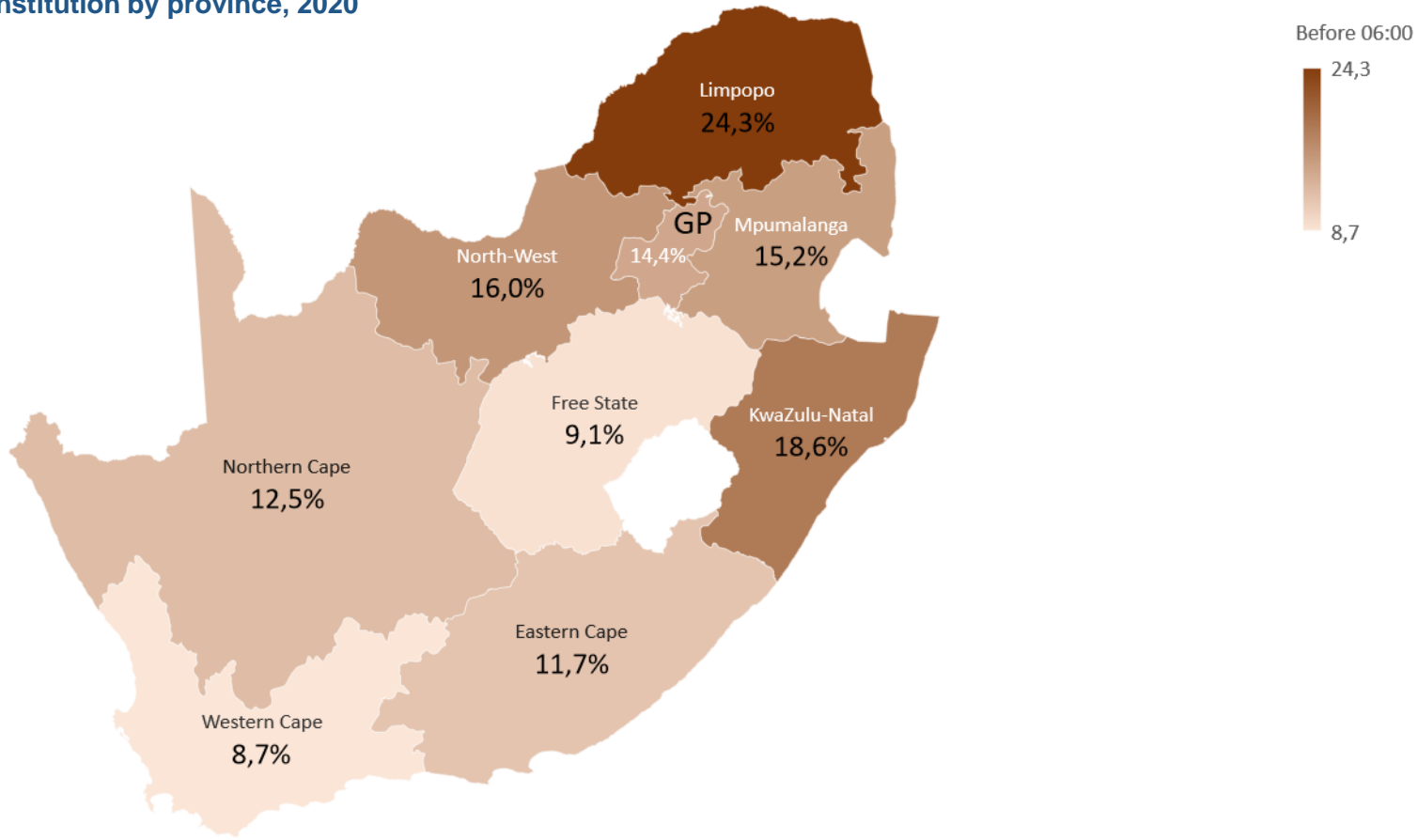
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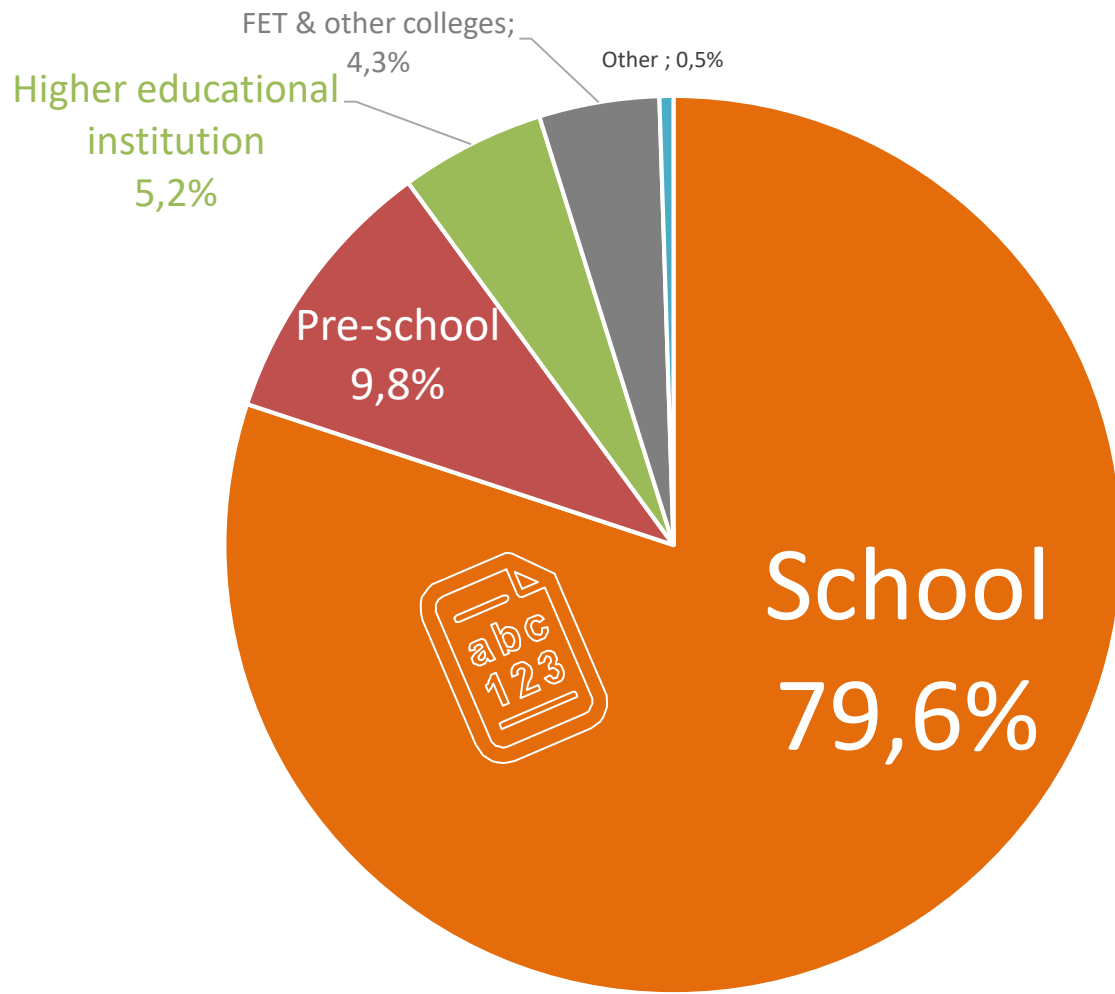
Almost a quarter (24,3%) of learners in Limpopo started travelling to an educational institution before 06:30.

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

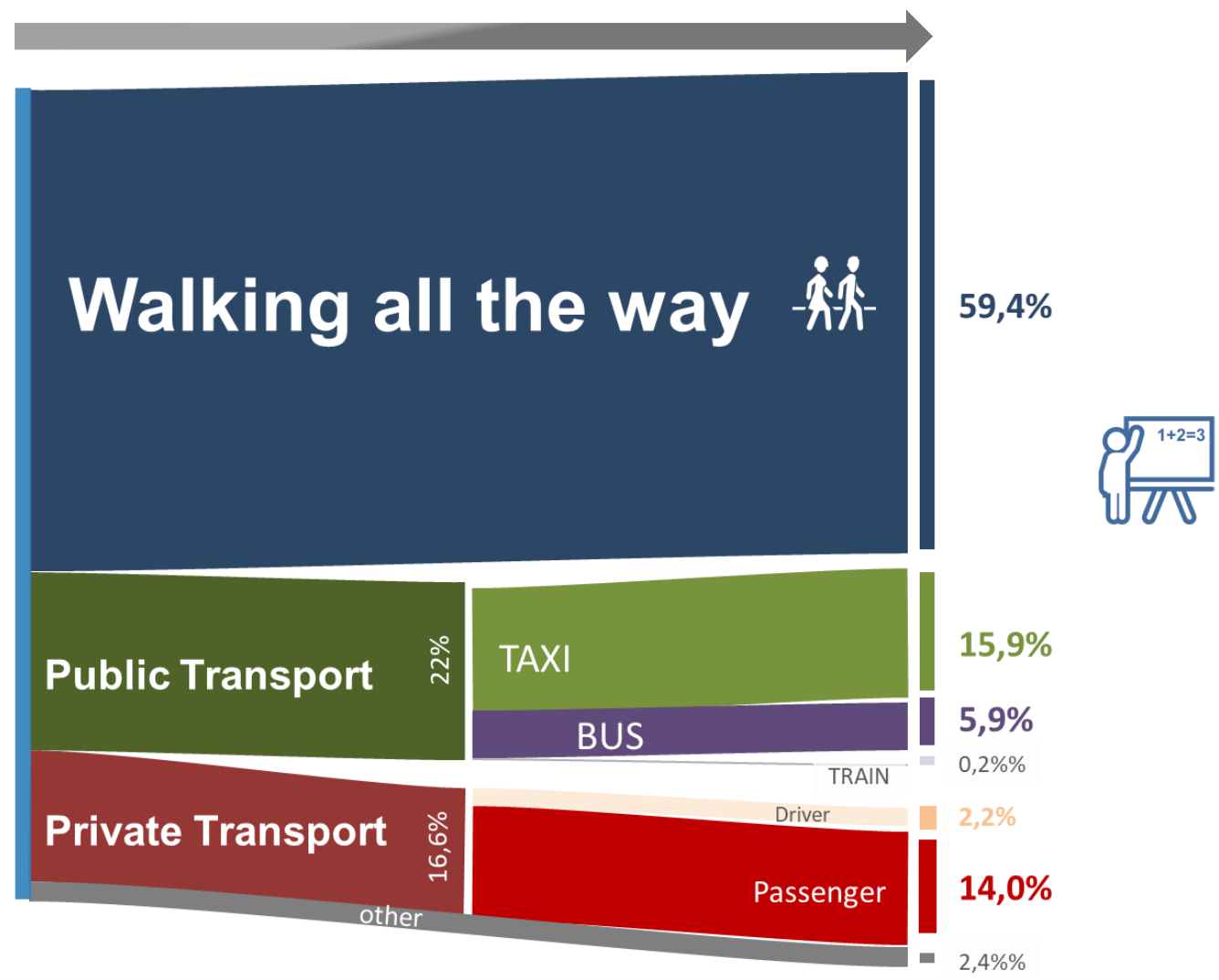


Most learners in the country attended school (79,6%), followed by those who attended pre-school (9,8%). Higher educational institutions were attended by 5,2% of all learners.

Type of educational institution attended

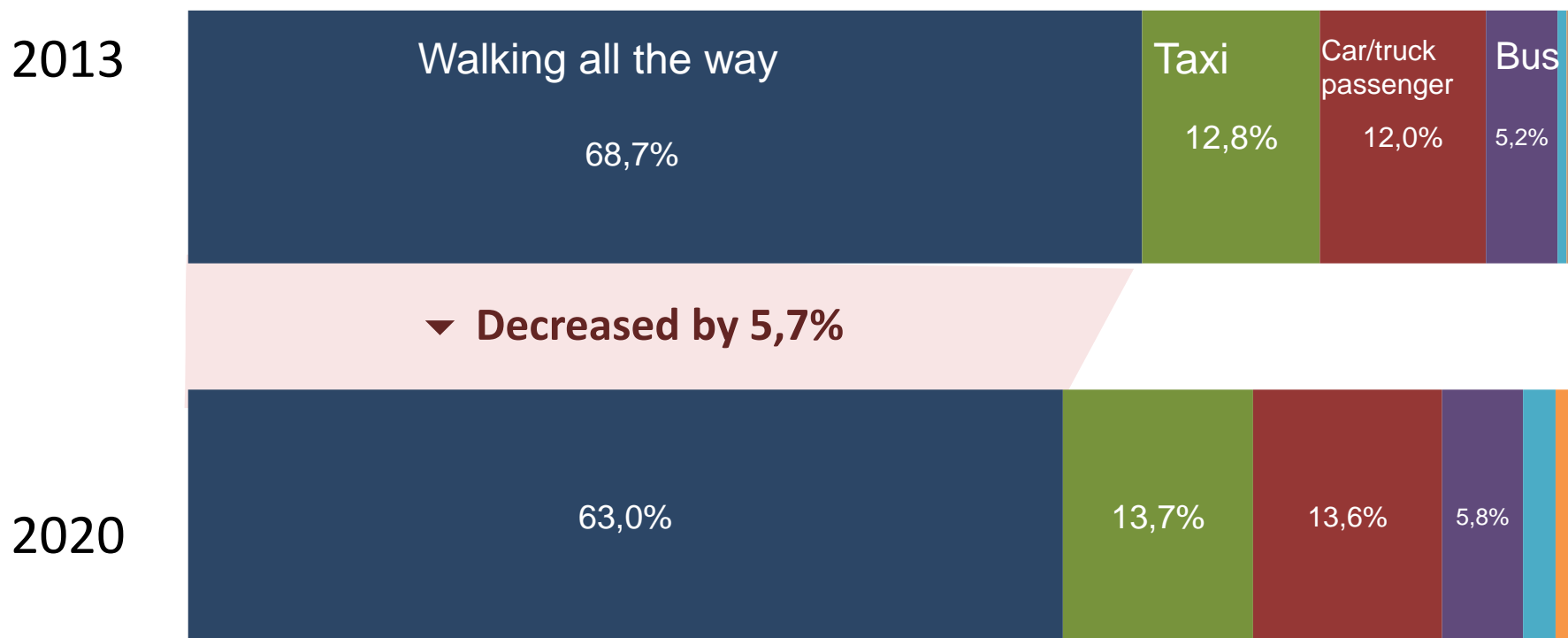


At 59,4%, Walking all the way was the primary method used by all learners (school- going and higher education) in all nine provinces in 2020



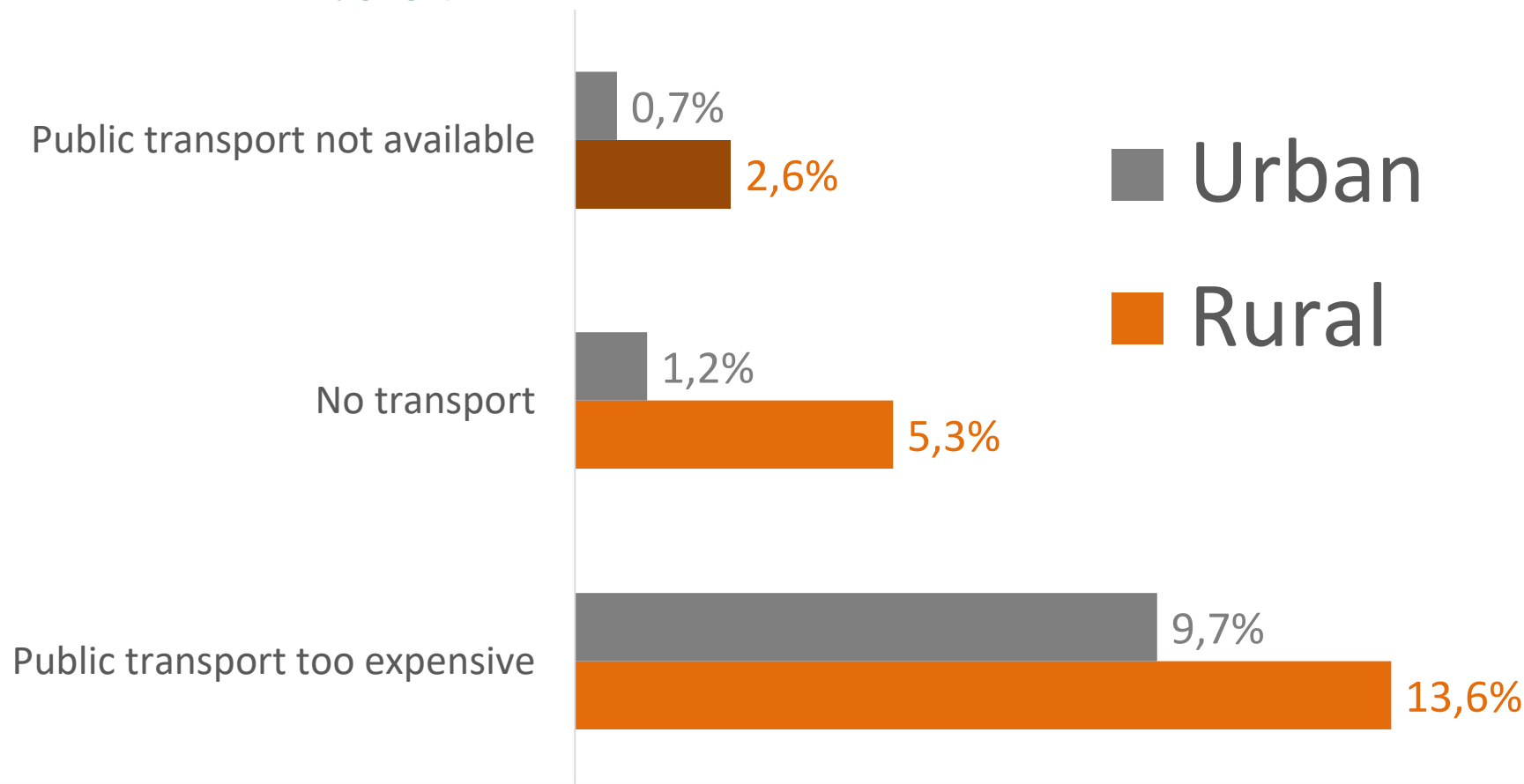
The percentage of school-going learners who walked all the way to school has decreased from 69% in 2013 to almost 63% in 2020. The use of other modes increased slightly between 2013 and 2020.

School-going learners' main mode of travel to the educational institution, 2013 & 2020



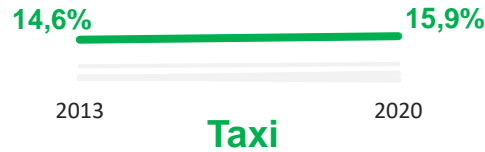
Most learners in the country walked all the way to their educational institution because it is nearby/close enough to walk (**76,9%**). However, rural learners were much more likely to offer the reason that 'public transport is too expensive' or 'there was no transport', than urban learners.

Selected reasons for scholars walking all the way to the educational institution by geographic location, 2020



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 increased between 2013 and 2020.

Percentage distribution of mode of travel to educational institution by learners

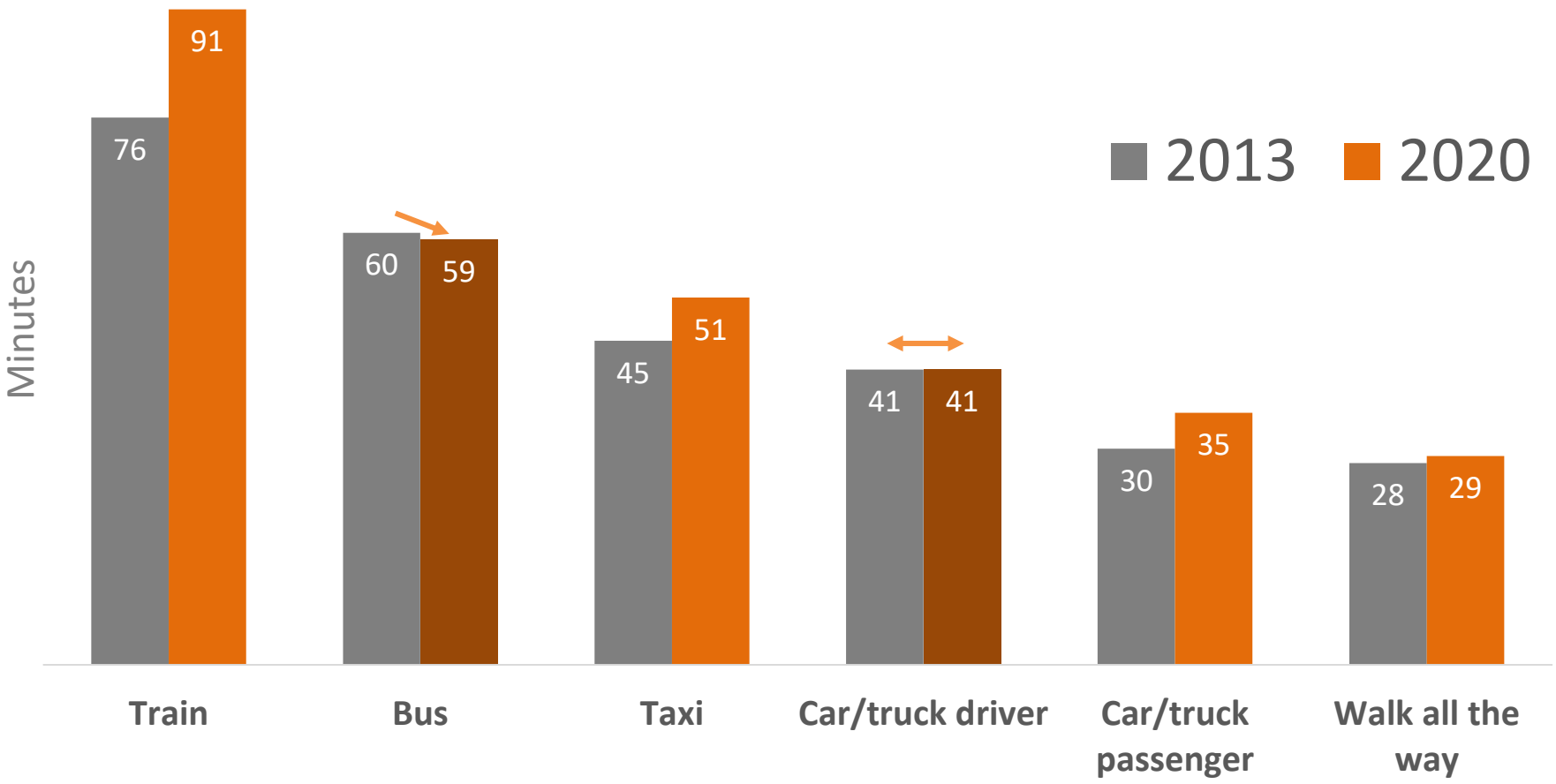


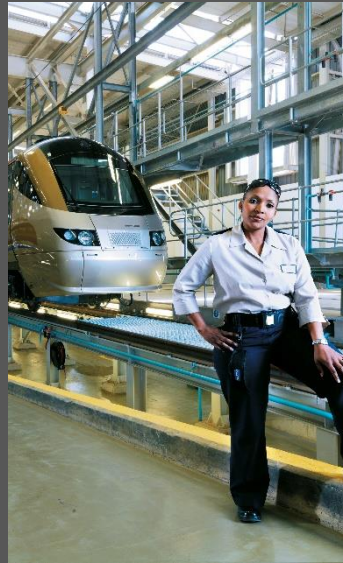
The percentage of learners who travelled for longer than 60 minutes to their educational institution increased most significantly in WC, EC and GP



Nationally, average travel time has increased across all modes of transport except for **learners who drove and used buses** to their educational institution between 2013 and 2020.

Average time travelled to educational institution in minutes





Work Related Travel Patterns



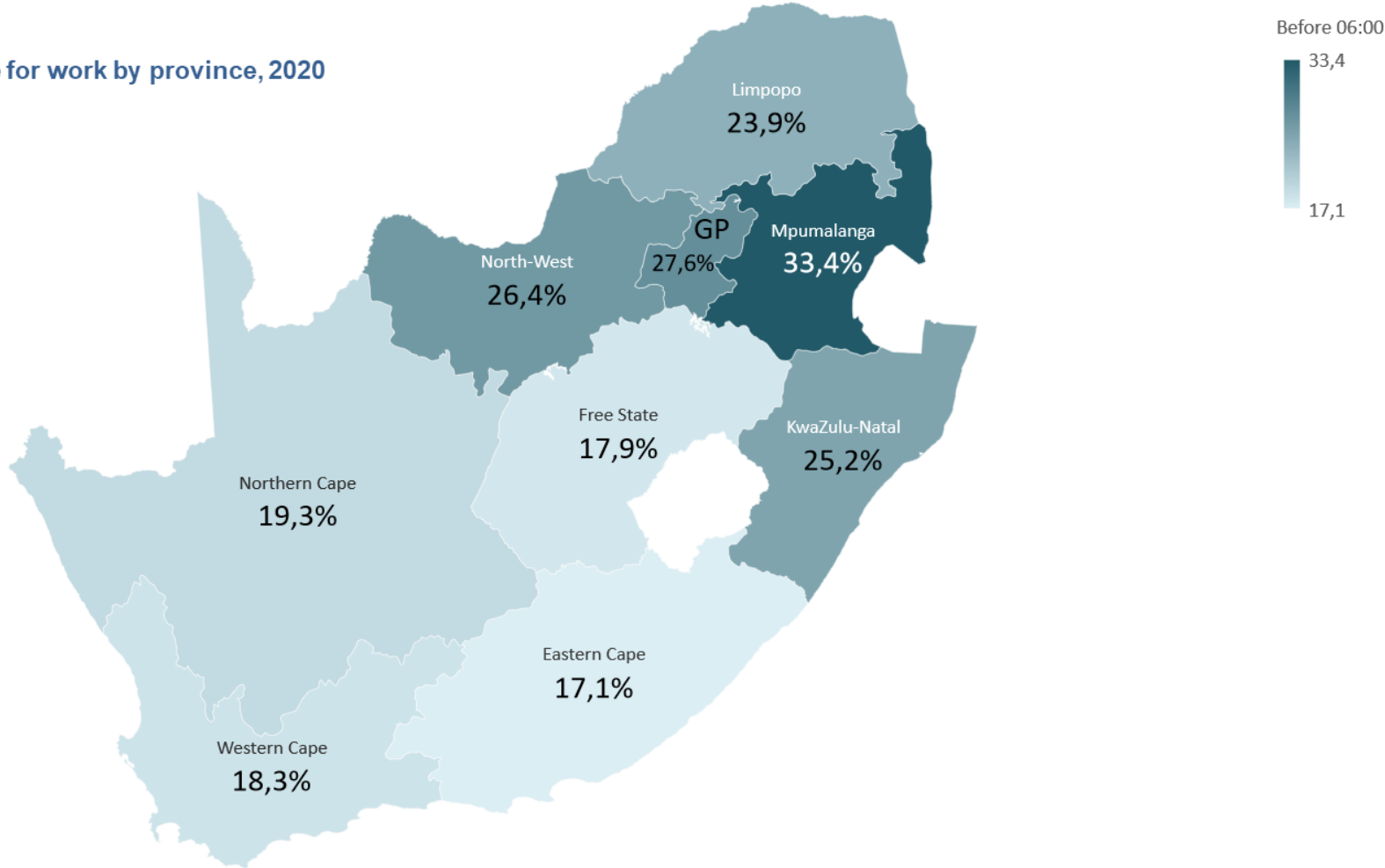
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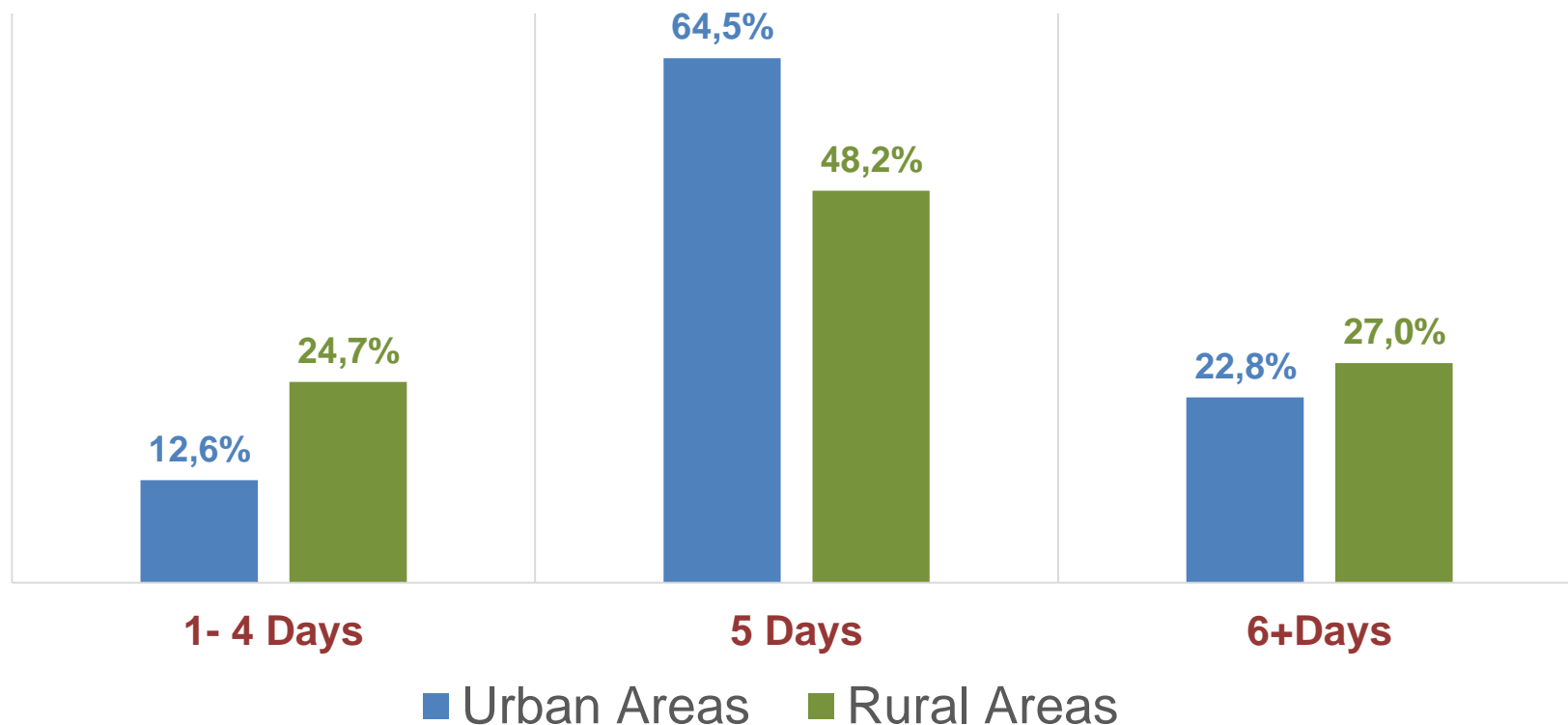
Nationally, slightly less than one-quarter of workers (24,5%) left for work before 6am in the morning. However, **33,4% of workers in Mpumalanga** left for work before 6am.

Time workers leave for work by province, 2020



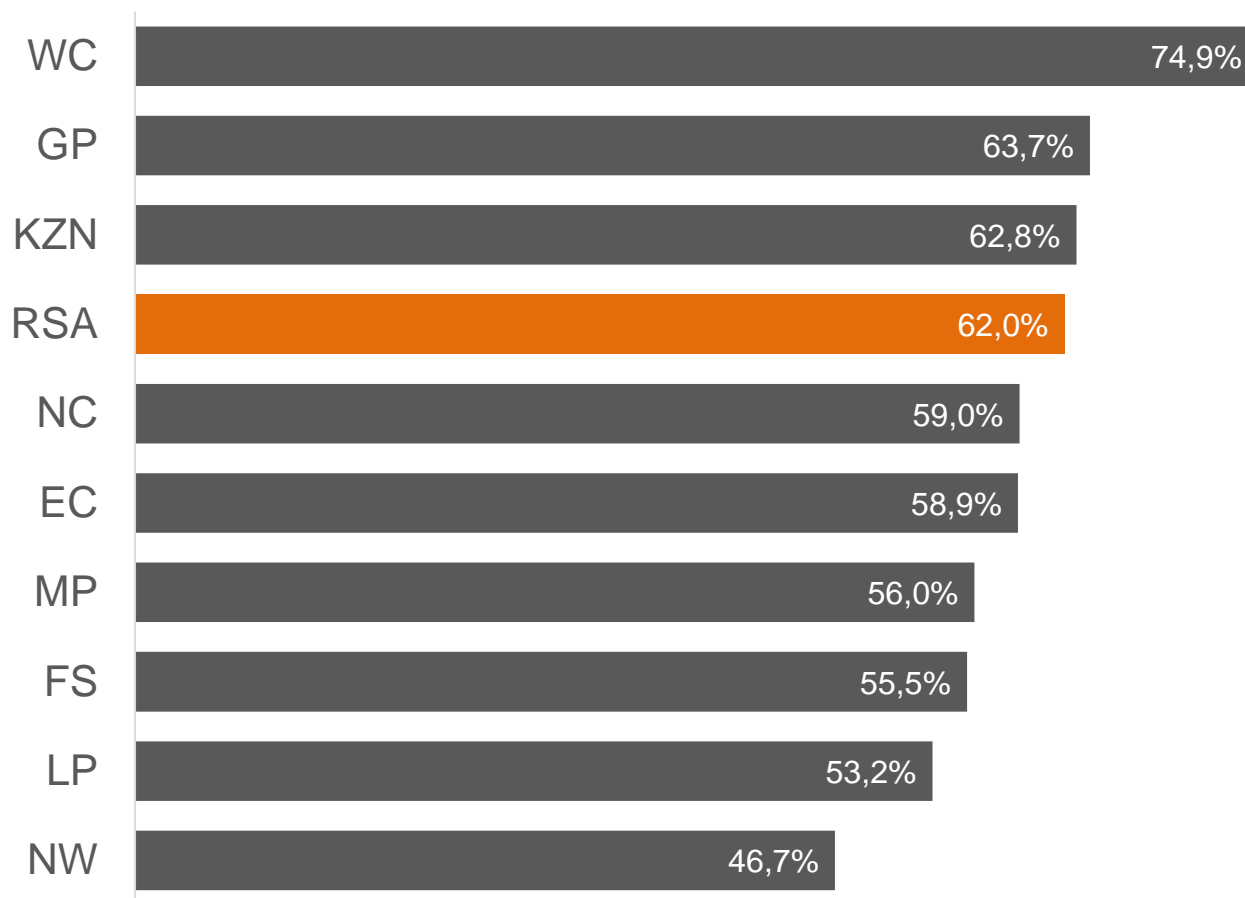
More than sixty per cent (64,5%) of urban workers indicated that they worked five days a week compared to 48,2% of workers in rural areas. At 48%, rural workers were most likely working 5 days a week.

Number of days travelled to place of work per week by geographic location

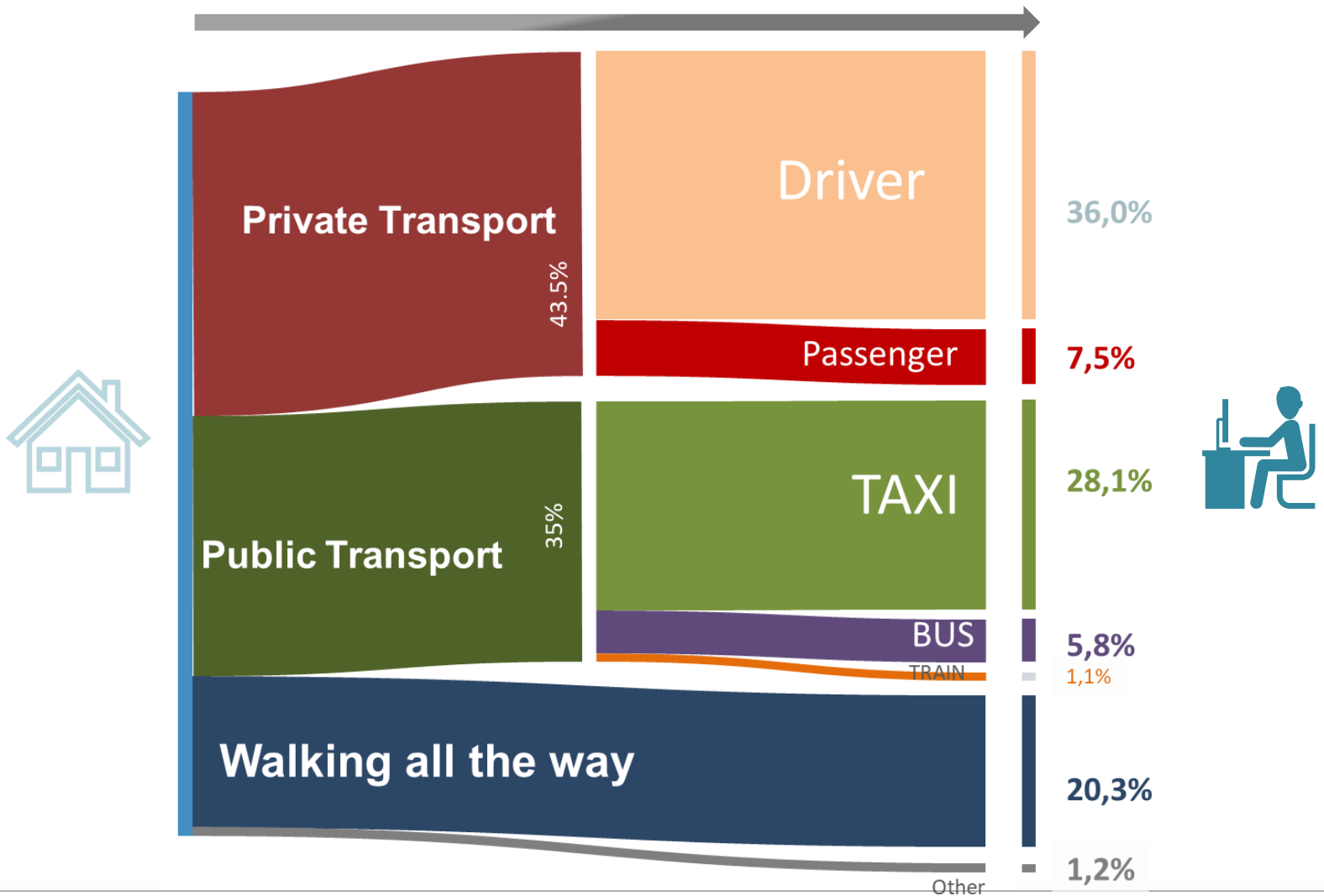


Western Cape (74,9%) had the highest percentage of workers who worked five days a week, followed by Gauteng (63,7%) and KwaZulu-Natal (62,8%).

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

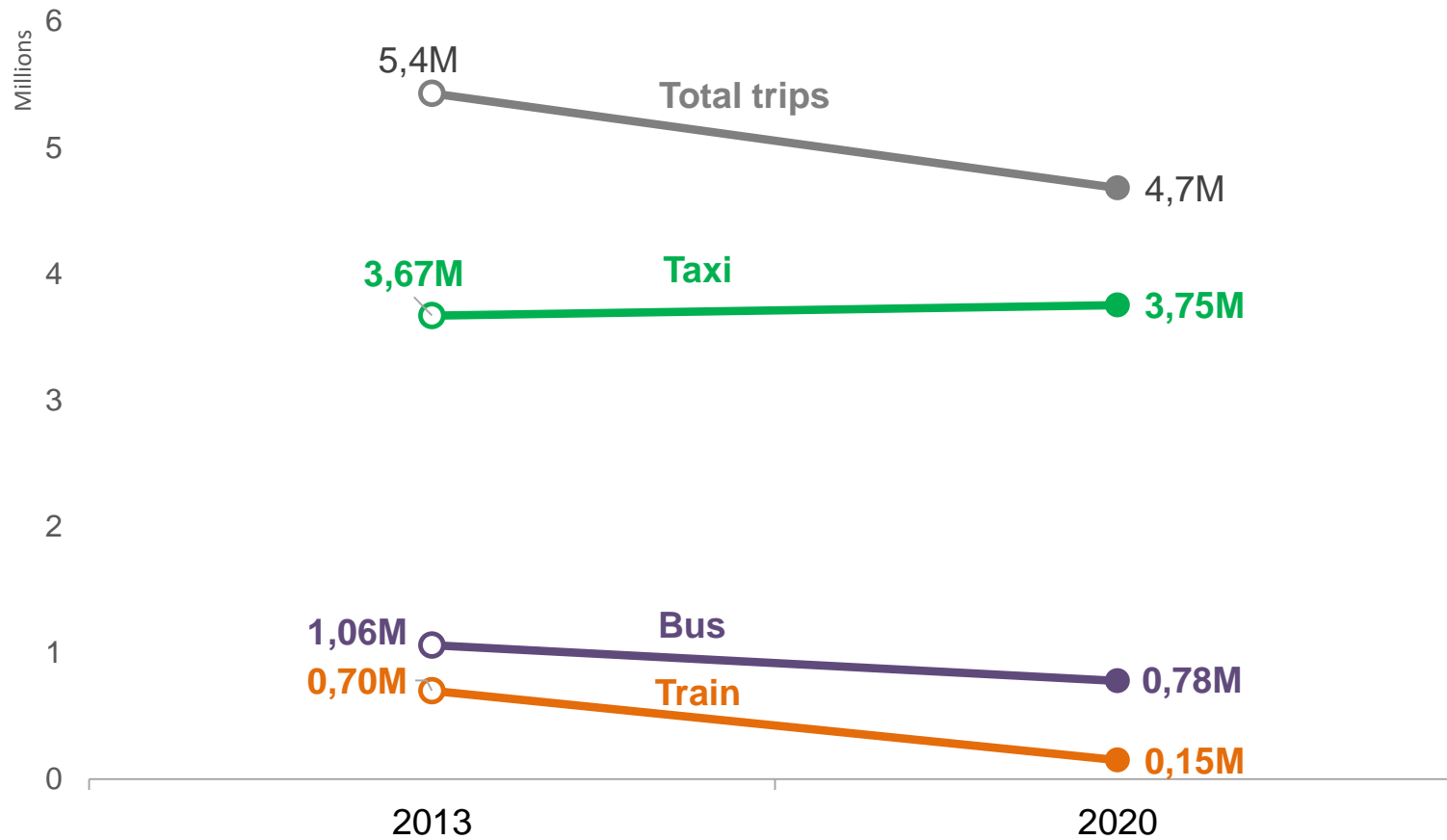


Nationally, the main mode of transport that carries the largest share of workers is **private cars**, with the workers being the driver (36,0%), and taxis, which account for 28,1%.



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.

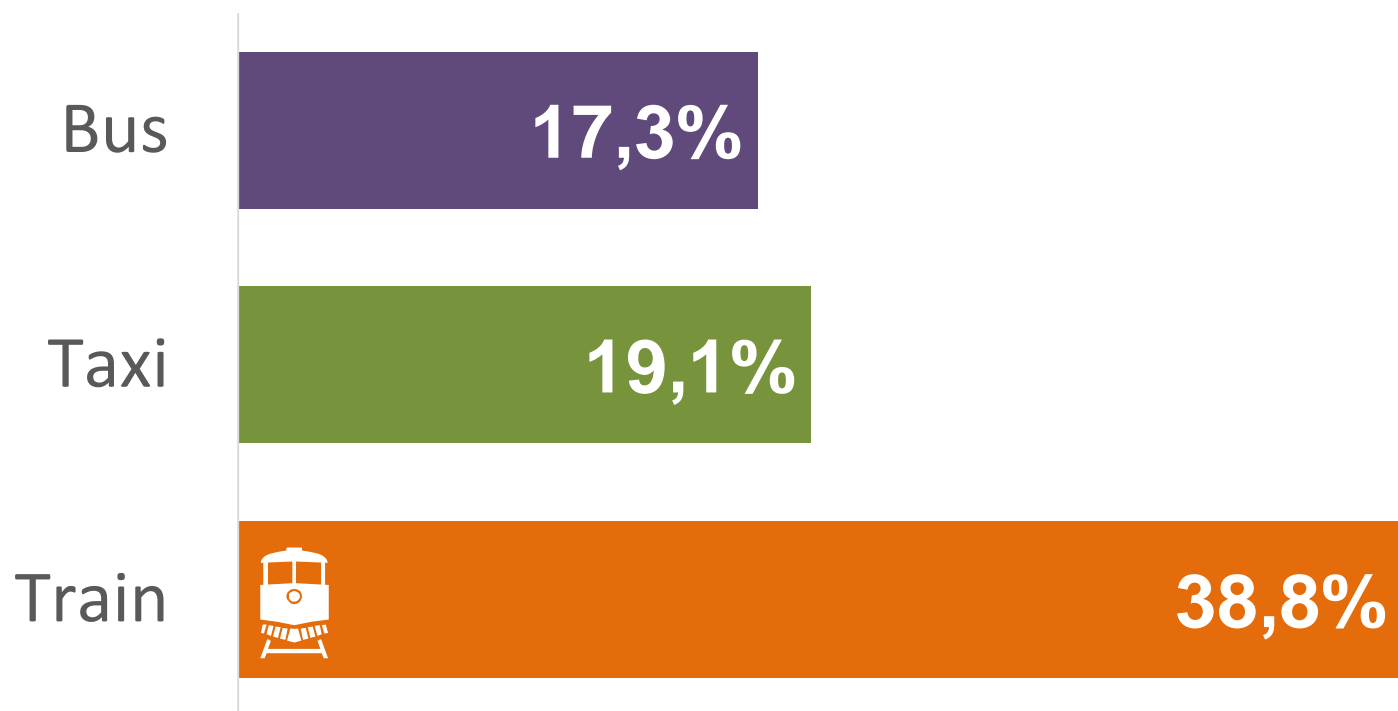
Total number of trips to work using public transport



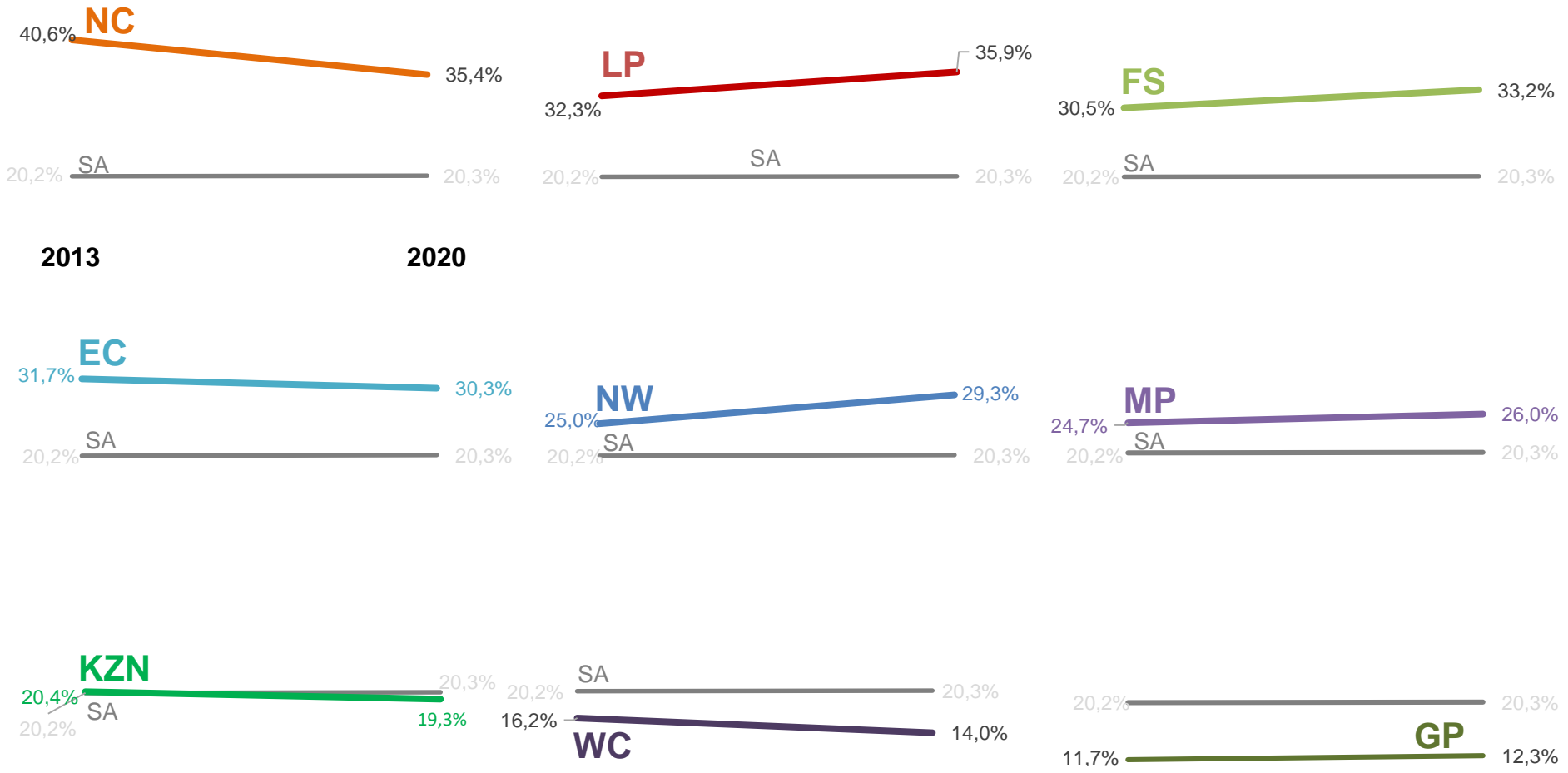
38,8 % of train users need to make one or more transfer.

Nationally, slightly less than one million workers indicated that they had to connect at least once when going to work

Percentage of workers who had to connect once or more when travelling to work by public transport modes



The proportion of workers who walked all the way to work slightly increased from 20,2% in 2013 to 20,3% in 2020.



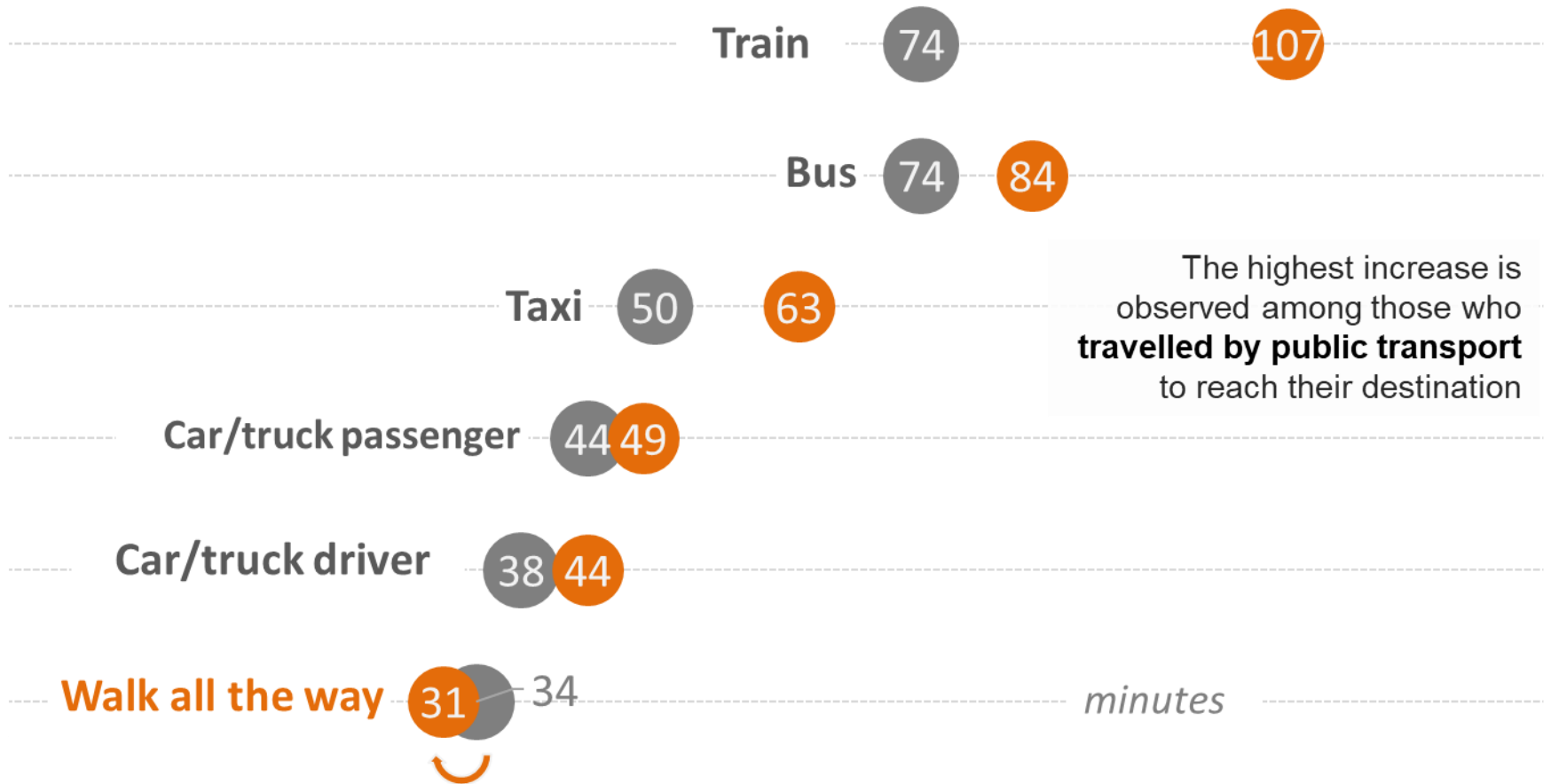
Percentage of workers who walked all the way to work, by Province 2013 vs 2020

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.**

Average travel time for work in minutes

2013

2020





Business Travel Patterns



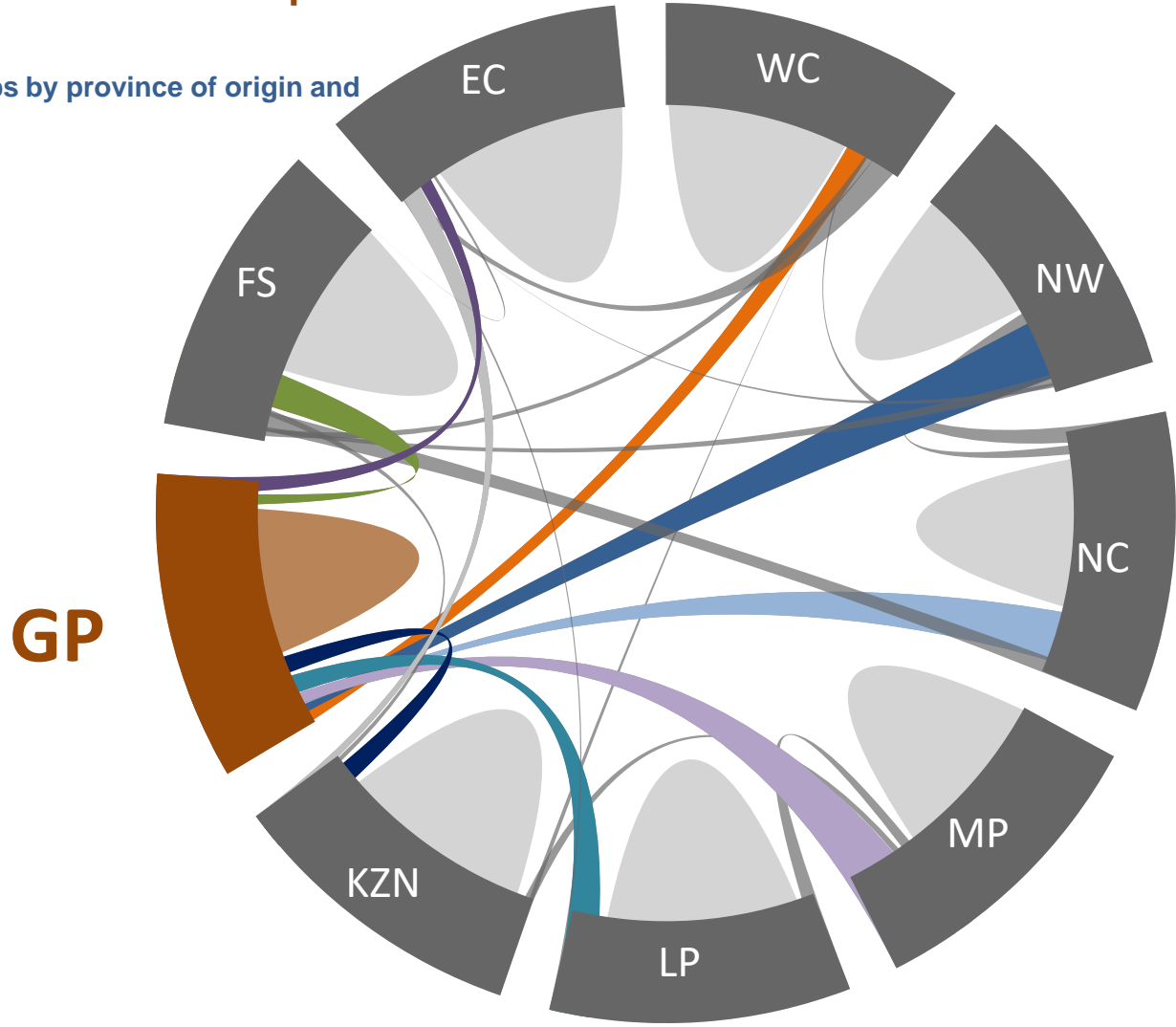
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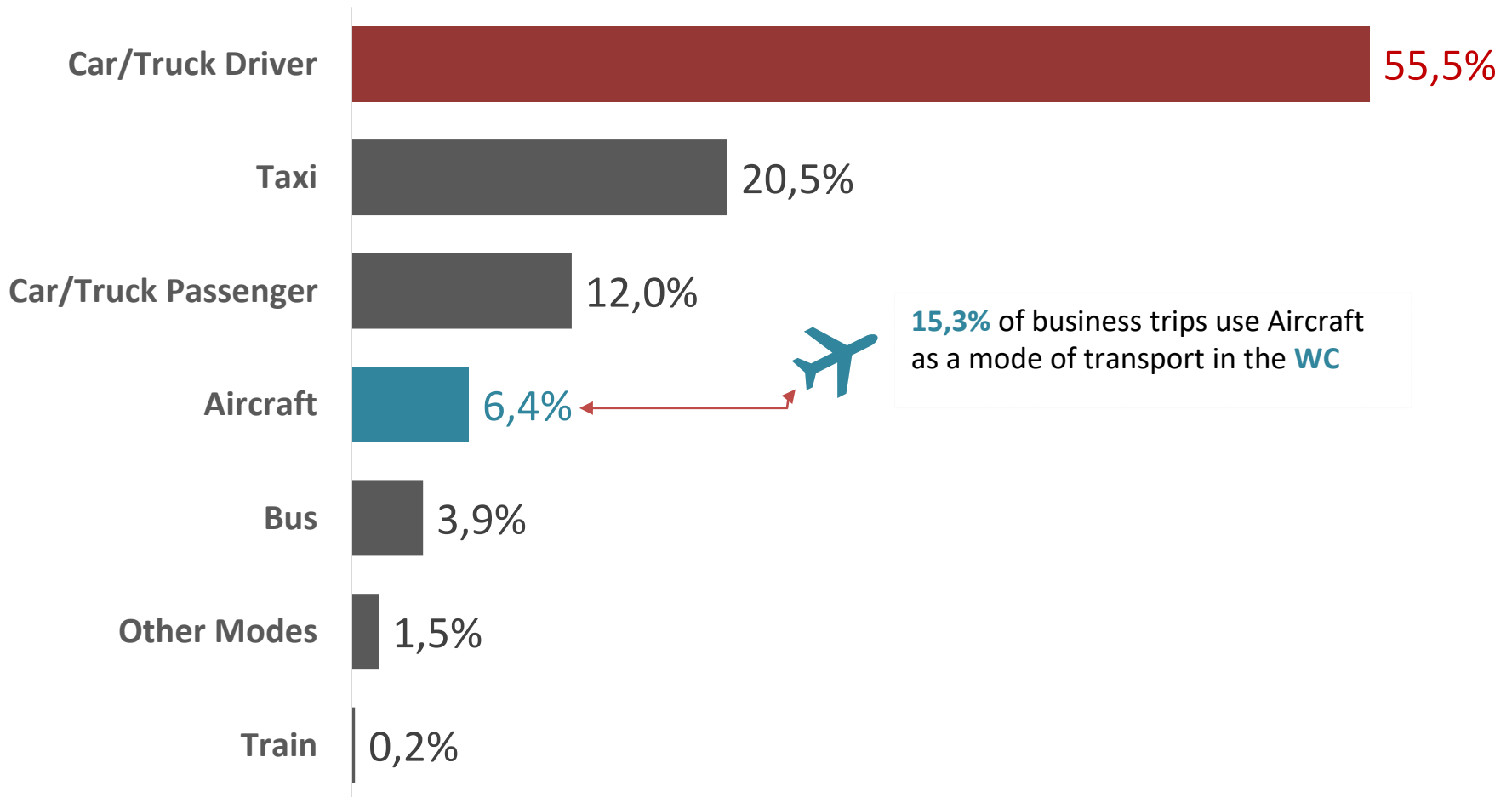
The majority of business trips are taken within the province, however 28,9% of all business trips taken outside of a province are destined for GP

Percentage of business trips by province of origin and destination, 2020



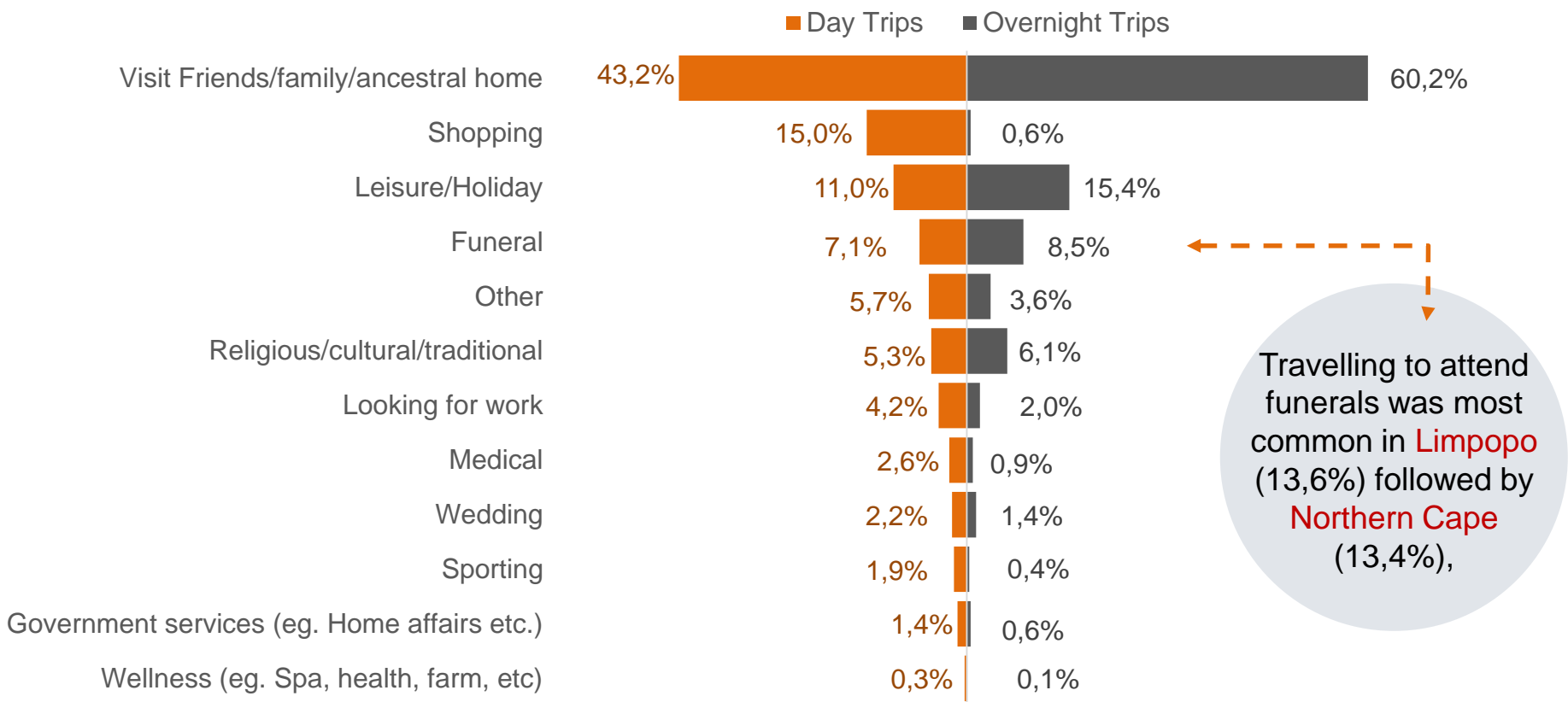
Nationally most business travellers (55,5%) travelled by car/truck as a driver. The second most commonly used mode of transport was taxis (20,5%).

Percentage of business trips for which trains, buses, taxis and aircraft were use, 2020



Reasons for travel other than work school or business were predominantly for **visiting friends, family and ancestral homes** for both day and overnight trips taken.

Percentage of persons who undertook day or overnight trips by main purpose of the trip





Household Travel Patterns



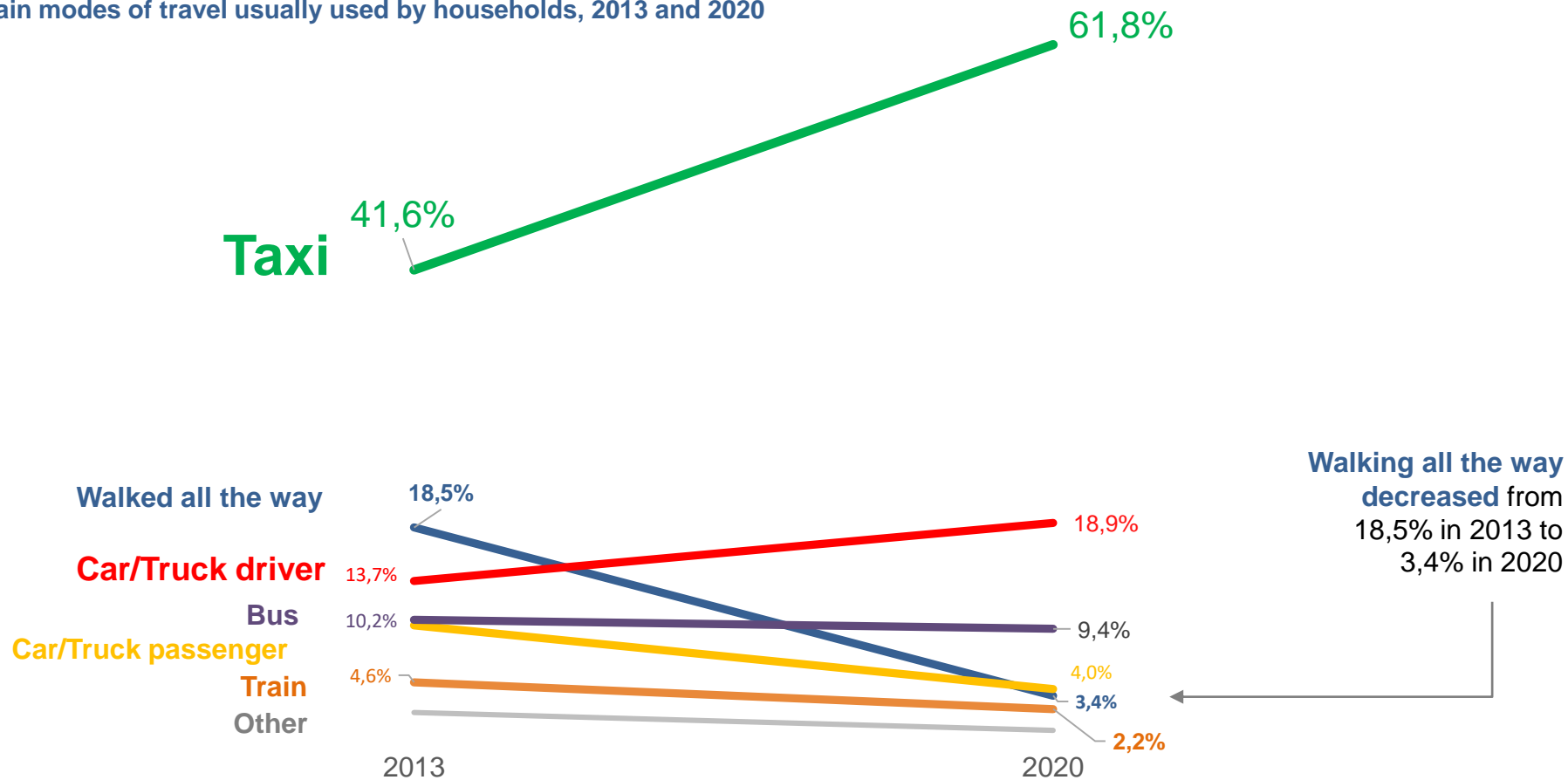
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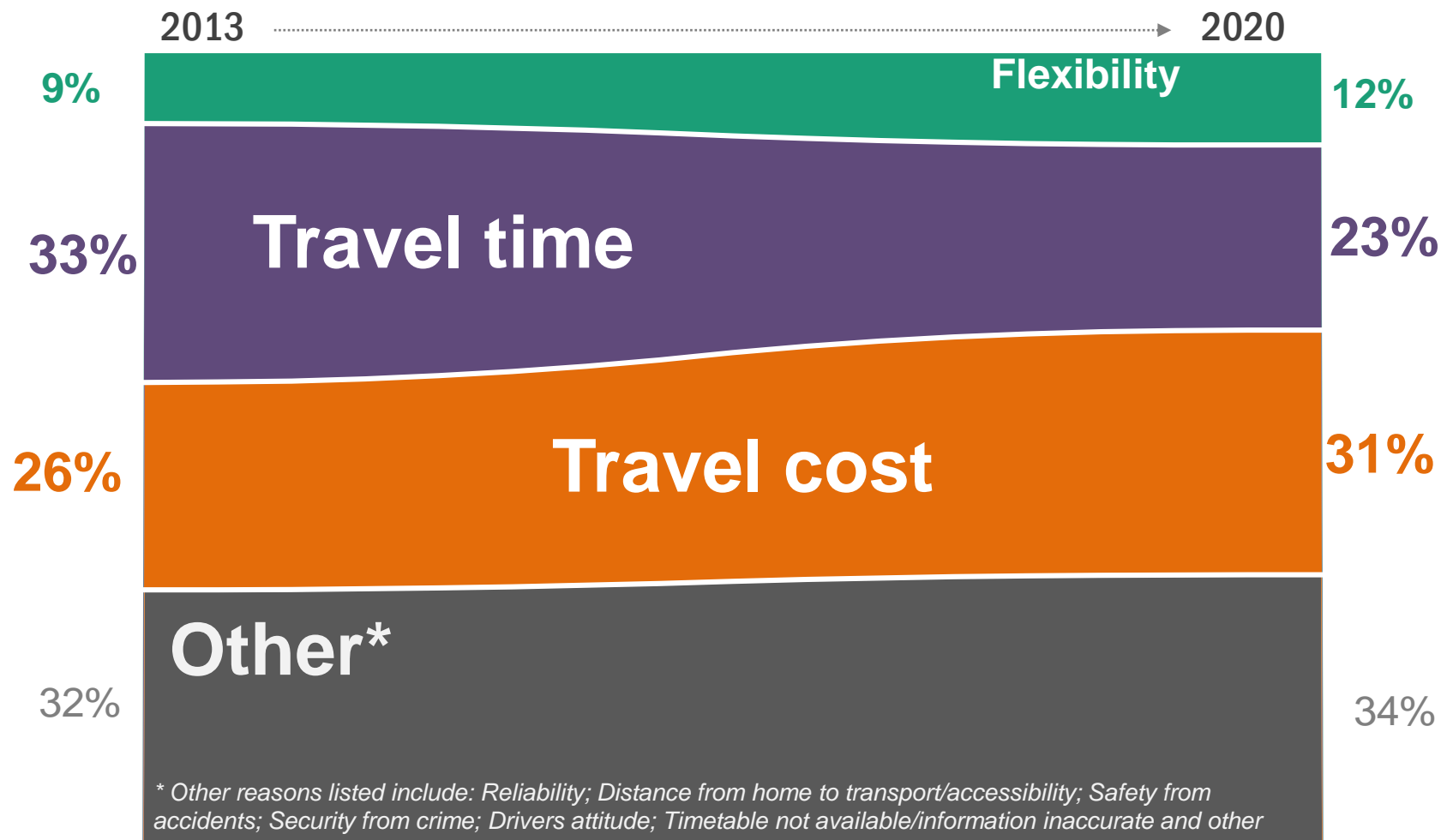
More households selected a taxi as their usual mode of travel in 2020 (61,8%) than in 2013 (41,6%), followed by 18,9% of households who usually used a car/truck as the driver compared to 13,9% in 2013.

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



In 2020, **travel cost surpassed travel time as main reason(30,8%)**, while travel time was important to 23,3% of households and flexibility was mentioned by 11,9% of households.

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



Train passengers have higher dissatisfaction rates, with the exception of fares, while Taxi and Bus passengers are particularly dissatisfied with facilities at taxi rank or bus stop

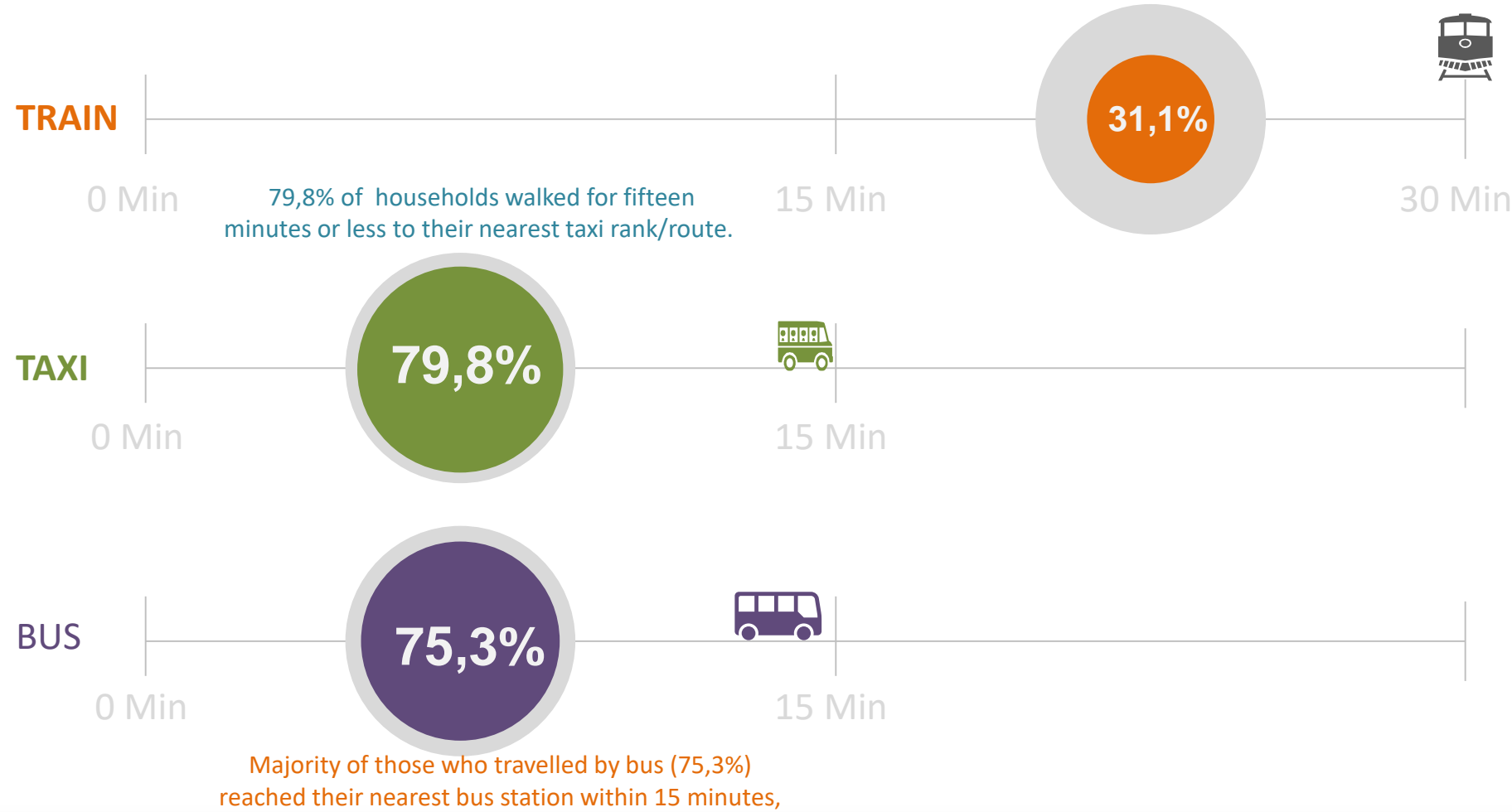
Attributes of the taxi/bus and train service dissatisfaction in %

	Taxi	Bus	Train
The distance between the taxi/bus rank/train station route and your home	24.7%	24.95	52.6%
The travel time by taxi/bus/train	22.2%	26.6%	73.7%
Security on the walk to/from the taxi rank/bus stop/train station	33.3%	31.6%	70.6%
Security at the taxi/bus rank/train station	29.9%	34.6%	57.7%
Security on the taxis/buses/train	22.6%	22.5%	65.3%
The level of crowding in the taxis/bus/train	29.7%	41.3%	86.8%
Safety from accident on the taxi/bus/train	36.5%	21.8%	39.1%
The frequency of taxi/bus/train during peak period	25.5%	28.9%	81.7%
The frequency of taxi/bus/train during off-peak period	30.2%	34.1%	81.7%
The waiting time for taxi/bus/train	32.4%	27.6%	86.6%
The taxi/bus/train fare	38.5%	21.2%	9.6%
The facilities at the taxi rank, bus stop/ train station	56.3%	60.3%	59.1%
Behaviour of the taxi/bus drivers towards passengers	37.2%	17.0%	
The taxi/ bus/ train/service overall	29.9%	23.4%	68.7%

In 2020, more than 75% of Taxi's or Bus users could reach their nearest taxi rank/route or bus station within 15 Min

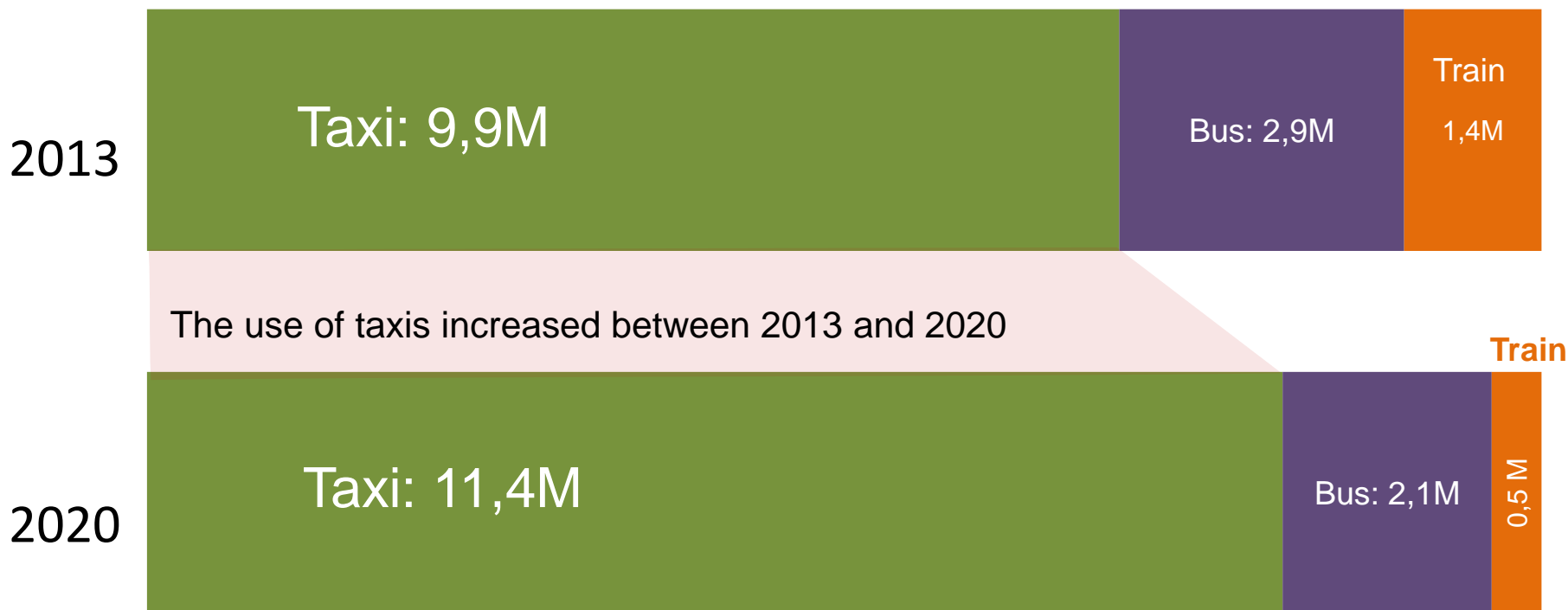
Time taken to walk to the nearest bus/taxi rank/train station by those who used taxis, busses, train, during the calendar month preceding the survey, 2020

Three out of ten households (31,1%) across the country took 16 to 31 minutes to walk to the nearest passenger train station



There has been an increase in households who used a taxi (from 9,9 million in 2013 to 11,4 million in 2020). However, a 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.

Usage patterns of public transport as reported by households, 2013 & 2020



RECAP

General travel pattern

76,0% of South Africans undertook trips seen 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.

Education related travel

The percentage of school-going learners who walked all the way to school has increased from 63% in 2013 to almost 69% in 2020.

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RECAP

Work related travel

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%.

The estimated total number of workers' trips using public transport decreased from 5,4 million in 2013 to 4,7 million in 2020. Taxis accounted for most public transport users

Household travel patterns

Walking all the way decreased from 18,5% in 2013 to 3,4% in 2020

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National
Household Travel
Survey, 2020

Ndzi hela kwala!



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