N H T S
National Households Travel Survey
2020

Technical report

IMPROVING LIVES THROUGH DATA ECOSYSTEMS

stats sa

Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

NDP
2030

National Household Travel Survey
NHTS 2020

Technical Report

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Contents

List of Tables

List of Figures

Annexures

Abbreviations

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
CAPI	Computer-assisted Personal Interviews
CS	Community Survey
CV	Coefficient of variations
DM	District Manager
DoT	Department of Transport
DU	Dwelling unit
EA	Enumeration area
FET	Further Education and Training
FW	Fieldworker
FWC	Fieldwork Coordinator
FWS	Fieldwork Supervisor
GIF	Geospatial Information Frame
KPI	Key Performance Indicators
MDB	Municipal Demarcation Board
MTSF	Medium Term Strategic Framework
NDoT	National Department of Transport
PSC	Provincial Survey Coordinator
PSU	Primary sampling unit
QA	Quality Assurer
StatMx	Statistical Macro Extensions
Stats SA	Statistics South Africa
TAZ	Transport Analysis Zone
UIF	Unemployment Insurance Fund

1. Introduction

The Department of Transport (DOT) conducted the first National Household Travel Survey (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. More information related to the questionnaire content and design, sampling and weighting methodology, and data collection can be found in the next sections.

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 animal-drawn vehicles. 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, households' 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.

1.1 Objectives of the survey

The objectives of the NHTS 2020 have been formulated within the context of the transport-related policy, and the strategic and planning responsibilities of the DoT, and within the context of the the requirements of the Medium Term Strategic Framework (MTSF) 2019–2024, as well as the imperatives of the National Development Plan 2030.

- 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 behaviour 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, police and welfare, social and municipal services;
- To measure usage of non-motorised transport in households;
- To assess the accessibility of public transport for people with disabilities and elders in the community; and
- To assist with the effective targeting of subsidies for public transport.

1.2 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, only representative of non-institutionalised population residing in dwelling units in South Africa.

1.3 Purpose

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

- To serve as the basis for DOT research, planning and policy formulation;
- To assist transport authorities to target subsidies effectively; and
- 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. Questionnaire design

The NHTS 2020 questionnaire was largely based on the 2013 questionnaire. However, it was revised based on emerging information needs of the DoT and stakeholders, the need to standardise certain questions from a Stats SA perspective and the technological requirements for the Computer-assisted Personal Interview (CAPI) system. The design process started with stakeholder consultation and progressed through a number of internal and external consultative workshops in which DoT played a key role.

The first draft of the questionnaire was subjected to behind-the-glass testing. This resulted in further modifications, which were then tested in the field during the pilot survey. The pilot survey had four main objectives in addition to the testing of the questionnaire and its contents:

- To test the duration of interviews;
- To evaluate the methodologies around training, publicity and fieldwork;
- To conduct trials on vehicle allocation, material distribution in the selected provinces and airtime allocation; and
- To test and adjust the dashboard with summaries of fieldwork progress as well as the outputs of the quality assurance process.

The impact of these additional objectives of the pilot survey on the ultimate execution of the survey will be discussed in more detail in Section 7, which deals with data collection. The final questionnaire consisted of 8 sections in addition to the cover page and demographic section. Its contents is summarised in Table 1. A comparative analysis of the 2020 and 2013 questionnaires is provided in Annexure A.

Table 1: 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 older)
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	**295**	

3. Sample size determination and allocation for the NHTS 2020

The three sample size options were considered based on the budget constraints and desired level of precision for the survey's key indicator variables. Due to the limited coverage and quality of data available for the key indicators across the population, employment (i.e. proportion employed and proportion of unemployed) was used as a proxy to determine the survey's appropriate sample size. Given that employment indicators were used rather than the actual key indicators for the survey in determining the sample size options, a more conservative threshold of 12% was considered instead of the 16,5% as specified as per sample design requirements. The considered sample size options account for an anticipated non-response, out-of-scope and expected design coefficient of variations (CVs) for the survey. The non-response adjustment was based on the achieved response rates for NHTS 2013 and the out-of-scope adjustment for NHTS 2020 is based on the Community Survey (CS) 2016 out-of-scope rates. The out-of-scope rates for the CS 2016 were selected because the CS had a similar sample design to the NHTS. Also, CS 2016 is one of the national surveys that was recently conducted using the Geospatial Information Frame (GIF), as such it is comparable with NHTS 2020 in its use of the GIF as a survey frame.

The sample was allocated to districts and local municipalities using the square-root allocation method. This method allows for the smaller district and local municipalities (which generally will have lower levels of precision) to 'borrow' a sample from larger district and local municipalities (with better levels of precision) to ensure the ability to provide reliable survey estimates both at the provincial level and district and local municipalities within the province. Therefore, districts and local municipalities with sample sizes that gave CVs higher than 12% were adjusted by allocating more samples from donor districts and local municipalities which had excess samples allocated compared to what was required to achieve a CV of 12% (i.e. the sample size in districts and local municipalities with better CVs than expected were used to compensate for districts and local municipalities where the allocated sample was not adequate to achieve the desired levels of precision). The final sample size, which was adequate in achieving the desired levels of precision across all district and local municipalities – taking into account the available budget – was approximately 65 500.

4 Target population and sampling frame

The target population for the NHTS 2020 covers the non-institutional population residing in dwelling units within South Africa. Stats SA uses the Census enumeration area (EA) frame as a base to construct sampling frames for the household ad hoc surveys such as the NHTS. Therefore, the Census 2011 enumeration area (EA) frame was used to create the primary sampling unit frame for the NHTS 2020. The EA frame covers the entire country; it has clear identifiable boundaries that are linked to administrative divisions (such as provinces, district municipalities and local municipalities), and it provides auxiliary information which can be used during the sample design.

The NHTS 2020 will be using digital data collection methodology for the first time, the Census 2011 EA information was updated based on the latest available GIF to facilitate DU sample selection. The EA frame was linked to the newly demarcated municipal boundaries to account for the municipality boundary changes in 2016 (Municipal Demarcation Board (MDB)). Therefore, the boundaries for some local municipalities were changed, with the number of municipalities reducing from 51 to 44 municipalities. In addition, the EA frame was linked to Travel Analysis Zones (TAZs) in order to gain strategic insight into the travel patterns and transport issues in the country. The NHTS 2020 GIF consisted of all 103 576 Census 2011 EAs. The Census 2011 EAs that cut across municipal boundaries were split to create sub-EAs, such that each sub-EA is accounted for within the local municipality it resides in.[1] This resulted in the frame consisting of 112 516 EAs, including sub-EAs. All sub-EAs that had a dwelling unit count of zero or missing were removed from the frame, thereby reducing the frame to 97 420. These cut-across EAs will affect sample implementation during data collection (i.e. logistics and training). The overall frame consisted of 97 382 Census 2011 EAs.

Census 2011 EAs with a dwelling unit count of less than 15 DUs were regarded as too small to efficiently enumerate and hence, were excluded from the final frame due to operational considerations (i.e. often these very small EAs are located in remote areas and are sparsely populated). Thus, 5 388 EAs were excluded from the frame (representing 0,18% of the total number of DUs in the country), resulting in a final frame of 92 032 sub-EAs. A synthetic adjustment factor will be applied at the weighting stage to account for these exclusions.

The Department of Transport contracted TRC Africa to update the NHTS 2013 Travel Analysis Zones (TAZs) according to the most recent boundaries of the Municipal Demarcation Board (MDB) for NHTS 2020. These updated TAZs, in combination with the Census 2011 EAs, eventually formed the basis of the sampling frame that was developed.

The next section describes how the sampling frame was derived from the Census 2011 database as well as the decision rules that were used to link the TAZs with the Census 2011 EAs.

4.1 Creation of TAZ EA link

Within Stats SA, the Geography division then set out to create a link between these TAZs and the enumeration areas as demarcated for Census 2011. The biggest part of the linking process was automated, using the intersection method and ArcGIS 10.3 software.

The following datasets were used:
1. TAZ 2019 (as obtained from TRC Africa)
2. EA 2011
3. GIF
4. Imagery (aerial photo, SPOT 2016)

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[1] EAs that had a portion cutting across the municipal boundary with a dwelling unit count of less than 20 DUs were not split.

The 80/20% decision rule was used. This means that all the polygons with areas greater than or equal to 80%, or less than or equal to 20%, were to remain with the TAZ ID of greater than or equal to 80%. Areas between 20% and 80% were manually investigated, and the TAZ ID was assigned based on dwelling unit distribution and the size of the TAZ. During this process, the following rules were applied:

1. The EA with the most dwellings was assigned to the TAZ ID.
2. In the case of the same number of dwellings, the TAZ area/size was used (the biggest EA was assigned the TAZ ID).

The analysis zone inconsistencies were identified during the testing of the sampling frame. Two kinds of issues were identified: problems related to boundaries that were cut by a TAZ link, and situations where more than one municipality was included in one TAZ. In the case of the former, the situation was corrected manually by re-assigning the TAZ EA link so that the boundary was not violated. The TAZs that included more than one reporting domain did not represent examples of boundary violations.

5. 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, the sub-EAs were sampled using the probability proportional to size (PPS) sampling method. In the second stage, the randomised systematic sampling method was used to select dwelling units within each sampled sub-EA.

5.1 Stratification

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 TAZs. However, some TAZs were too small to form independent strata; therefore, they were collapsed with their respective adjacent TAZs[2] to form bigger strata. Moreover, the frame was sorted within the TAZs by geography EA type to improve the level of precision.

5.2 Sample selection

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 2 shows the distribution of the sample by province.

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[2] TAZ_Exp 502522, 502514, 502516, 502523, and 502512 were too small to form independent strata.

Table 2: Sample distribution by province

Province	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**

6. Summary of the weighting process

The final step in processing survey data is the assignment of sample weights to each survey record. For the NHTS 2020 this is done at a 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 excluded at the design phase and unit non-response at the primary sampling unit 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.

6.1 Preparation of the survey data for weighting

In order to construct the respective person and household level sample weights for the NHTS 2020, a household/dwelling level dataset, a person level dataset and a "head of household" level dataset were required. The current section accounts for how these input datasets were prepared using the survey data received from the survey area on 10 July 2020.

6.2 The cover page dataset

The cover page dataset must account for all DUs in the NHTS 2020 sample. It should include all households associated with the sampled DUs, including those sampled DUs that are out-of-scope or without survey data. The preparation includes checks on the final result codes on the cover page dataset and the mapping of these codes to the three response categories used for weighting. A number of checks are conducted to ensure consistency between the records on the cover page, the PSU sample, DU sample and person record datasets.

The valid cover page dataset used in the construction of the person and household level sample weights contained 66 027 records. Table 3 shows the distribution of the response codes on the valid cover page dataset nationally and provincially. A total of 12 773 (19,35%) records were classified as out-of-scope for the NHTS 2020. Since out-of-scope records do not contribute to the survey estimates, these records were excluded from the weighting process. Therefore, only the respondent and non-respondent household records were used for constructing the sample weights. Out of the 53 524 in-scope household records, 11 116 (20,77%) were non-respondent households. The non-respondent households were excluded from the datasets after applying the non-response adjustments during weighting. The final person and household-level weighted datasets therefore contained 42 138 respondent households.

6.3 Construction of the sample weights

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 to known population of person and household estimates.

Table 3: Distribution of the response code by province

Response code	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Response	3 929	6 658	1 595	3 376	9 161	3 025	5 652	3 156	5 586	**42 138**
(%)	*(59,06)*	*(66,44)*	*(57,92)*	*(61,13)*	*(75,98)*	*(5,17)*	*(60,73)*	*(56,54)*	*(67,96)*	***(63,82)***
Non-response	1 309	687	627	917	1 061	1 705	2 475	1 676	659	**11 116**
(%)	*(19,68)*	*(6,86)*	*(22,77)*	*(16,60)*	*(8,80)*	*(28,84)*	*(26,59)*	*(30,03)*	*(8,02)*	***(16,84)***
Out of scope	1 414	2 676	532	1 230	1 835	1 182	1 180	750	1 974	**12 773**
(%)	*(21,26)*	*(26,70)*	*(19,32)*	*(22,27)*	*(15,22)*	*(19,99)*	*(12,68)*	*(13,44)*	*(24,02)*	***(19,35)***
Total	**6 652**	**10 021**	**2 754**	**5 523**	**12 057**	**5 912**	**9 307**	**5 582**	**8 219**	**66 027**

6.4 Response rates

The response rate has been defined as the proportion of eligible households that completed a questionnaire with usable information to the total number of eligible households. Conversely, the non-response rate has been defined as the proportion of eligible households for which a questionnaire could not be completed to the total number of eligible households. There are many different reasons for household non-response; for example, householders refused to complete the interview, householders could not be contacted, householders did not provide usable information, householder was temporarily away during the data collection period, etc.

Let n_g be the number of eligible households in the dwelling sample from the geographic area g and n_g^r the corresponding number of respondent households. Where eligible households include both respondent and non-respondent households, but exclude out-of-scope households. The response rate is then given by:

$$Response\ rate_g = \frac{n_g^r}{n_g} \times 100$$

Response rates were computed at the national, provincial and metropolitan area levels for the NHTS 2020. These response rates were based on the final distribution of the response codes as in Table 3 above and are given in

Table 4.

Table 4: Response rates at national, provincial and metropolitan area level

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	91,10
eThekwini	81,38
North West	63,95
Gauteng	69,55
Non-metro	79,00
Ekurhuleni	86,96
City of Johannesburg	55,71
City of Tshwane	56,37
Mpumalanga	65,31
Limpopo	89,45

7. Data collection

Data collection consisted of three phases: pre-enumeration, enumeration and post-enumeration, as depicted in Figure 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 1: Phases of data collection

PRE-ENUMERATION
Planning
Publicity
Listing
Quality assurance
Forward logistics
Training

ENUMERATION
Publicity
Completion of
questionnaires
Quality assurance
Capturing

POST-ENUMERATION
Reverse logistics
Data processing
Analysis
Compilation of
metadata
Data and report
dissemination
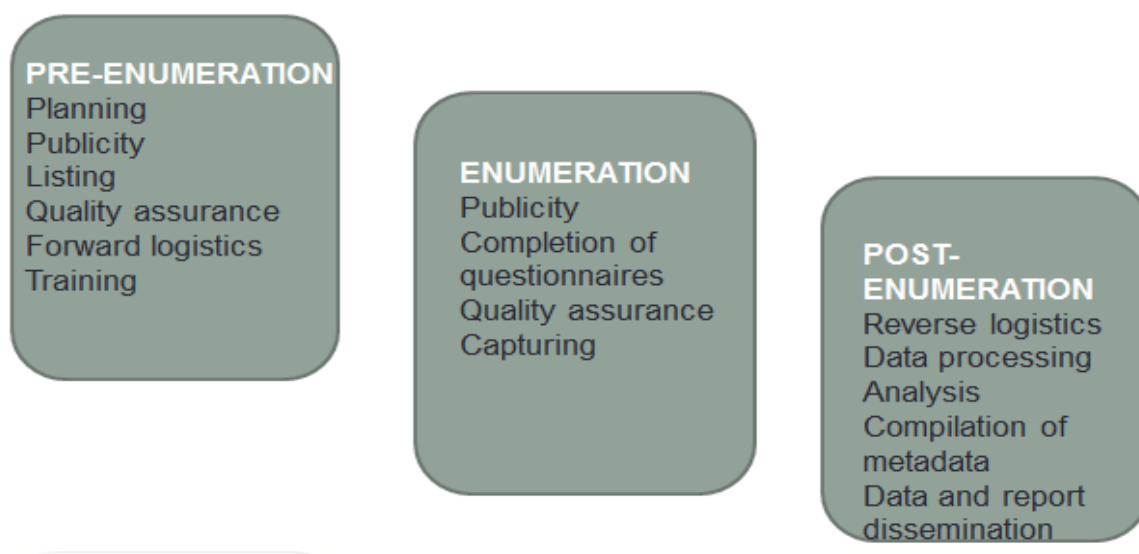
Data collection training was divided into two phases: national and provincial. Different modules (competencies) were covered during training. During the national training, permanent workers were identified at Head Office to attend the train-the-trainer national training from 06 to 11 January 2020. Each province nominated 2 to 3 field staff to attend the NHTS national training. A total of twenty-six (26) provincial field staff participated in NHTS national training. An additional forty-two (42) Head Office team members formed part of the NHTS national training. This team consists of trainers, content experts, CAPI system specialists, Geography, Corporate Communications (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 couriering of devices. This led to SOs having to work overtime to catch up on outstanding assignments.

7.1 Training methods used

The setup was a classroom seating arrangement. This is a common setup and it allows the trainer to be able to see and interact with trainees face to face without distraction. Trainers were innovative and used various teaching methods during training. There was a co-facilitator during each lesson to help operate the mirror cast. This enabled the trainer to focus on his/her presentation and interact with trainees without interference. For training on the NHTS questionnaire, an additional data projector was used to display the presentation slides on the second screen while the first screen displayed the Mira-cast which contained the NHTS Questionnaire questions.

No issues were parked as all the necessary subject matter specialists were available to provide a way forward. All trainers and specialists from Survey Field Operations Publicity, Geography, ICT, CAPI Survey Solutions and NHTS Questionnaire Content, including delegates from the Department of Transport, were present throughout the training sessions to ensure that any issues or uncertainty are addressed immediately.

7.2 Assessments and evaluations

Competency assessments for NHTS national training were completed as per the training programme. The following assessments were written via the Learning Management System on the new link http://bmlmsprod.statssa.gov.za. However, as an additional part of the assessment, Thursday 09 January 2020 was allocated for NHTS field practice. These included the Mobile Navigation, Unpacking, and the Completion of the NHTS CAPI questionnaire. An inactive PSU from the GIF was identified in the formal settlement of Nellmapius in Gauteng for this exercise.

The completion of assessments during NHTS national training was used as proofreading and moderation for completion of the same assessment during NHTS provincial training. After the completion of each assessment, the questions and memorandum were discussed with trainees for more inputs and clarity on each question. All amendments were incorporated into the final assessments and evaluations.

7.3 Recommendations on assessments

During NHTS national training, recommendations were made by trainees to add a questionnaire content scenario for NHTS provincial training. The scenario was developed and shared with trainees for completion and comments.

7.4 Challenges during training

The training programme had to be amended on the fifth and sixth day. This was due to preparations of NHTS provincial training as it was scheduled to start on Sunday, 12 January 2020. As a result, the programme for day 6 (which was a Saturday), and being a half-day programme, was moved to Friday, 10 January 2020. This resulted in the extended training hours on Friday, 10 January 2020.

Due to the timelines for the NHTS provincial training, travelling back to provinces was changed to Saturday, 11 January 2020 to ensure that trainers reported to NHTS provincial training venues on Sunday, 12 January 2020, and could prepare accordingly.

It is important to note that the delay in the signing of the Memorandum of Understanding (MOU) and transfer of funds by NDoT management impacted negatively on preparations for the NHTS provincial training — training venues were secured at the last minute, which put a lot of strain on the procurement section.

Figure 2: Functional field operations structure for the NHTS 2020
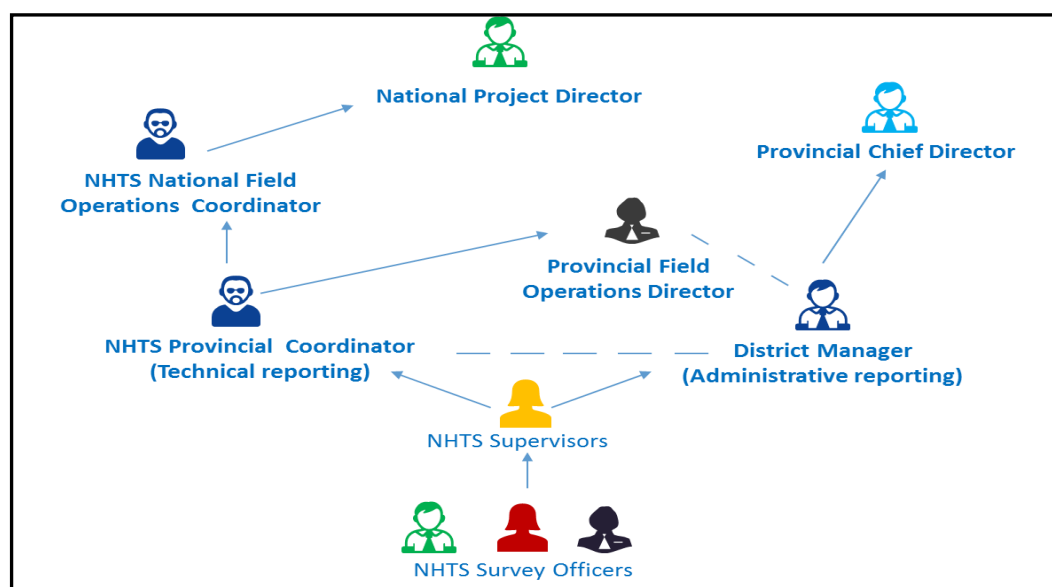
7.5 Fieldwork teams

In summary, there were four different levels in the data collection team. The table below outlines each level and the responsibilities of each level:

Level	Responsibilities
Head Office National Field Operations Coordinator	Responsible for coordinating with the Project Director all activities related to data collection in the provinces. PSCs would be required to escalate issues that could not be dealt with at a provincial level to Head Office for a way forward.
Provincial Survey Coordinator (PSC)	The Provincial Survey Coordinator is responsible for the administration and management of the NHTS activities at provincial level.
Fieldwork Supervisor (FWS)	The Fieldwork Supervisor reports to the District Survey Coordinator and is responsible for the supervision of the processes of publicity, listing, and enumeration. The Fieldwork Supervisor will be in charge of approximately four Fieldworkers specifically assigned under his/her supervision.
Fieldworker (FW)	The Fieldworker is responsible for the publicity, navigation, unpacking, and identification of the sampled DU as well as enumeration.

Table 5: Human resources data collection (staff employed)

Province	Supervisors	Fieldworkers	Total field-staff
WC	8	37	45
EC	11	55	66
NC	5	16	21
FS	5	31	36
KZN	14	67	81
NW	5	32	37
GP	10	54	64
MP	5	30	35
LP	8	46	54
RSA	**71**	**368**	**439**

** N.B.: Some of the staff members resigned during the project. These numbers reflect the totals that were planned for.

Table 6: Vehicle requirements (SOs and Supervisors)

Province	Vehicles required and sourced			
	4x4 D/Cab	4X2 D/Cab	SEDAN	Total V. p/distr
WC	0	24	18	42
EC	0	28	12	40
NC	0	12	7	19
FS	0	4	18	22
KZN	15	8	20	43
NW	0	6	15	21
GP	0	0	33	33
MP	0	6	8	14
LP	0	5	17	22
RSA	**15**	**93**	**148**	**256**

Vehicles were sourced for field staff with the start date being 27 January 2020 and the return date being 27 March 2020. The Project Director worked closely with the Supply Chain Management team from Stats SA to ensure that all necessary protocols were adhered to. Provincial transport officers and well as the Head Office Transport section ensured that all drivers were tested and were fully able to be issued with hired vehicles. Constant monitoring of distance travelled was also managed by the province and district offices.

8. Publicity

Publicity for the NHTS was coordinated at different levels within Statistics South Africa in collaboration with the National Department of Transport. The Statistician-General as well as the Project Director and Provincial Heads addressed various national, provincial, and local media via interviews, articles, etc. to publicise the survey. The NHTS was widely publicised and nine articles were published in various publications nationally, while seven radio interviews were conducted. Also, content was uploaded to different social media platforms.

The NHTS supervisors, working with Provincial Coordinators and District Managers, were tasked with the responsibility of conducting publicity and advocacy in their districts. A total of 54 District Managers (DMs) also engaged with district stakeholders on allowing access for the survey staff to undertake the survey. At a dwelling unit level, Survey Officers (SOs) conducted publicity with households found in the sampled dwelling units.

8.1 Publicity tools used

Digital posters, pamphlets, introduction letters, and non-contact forms were prepared and distributed for use in districts. Identification cards and field gear (e.g. bibs, caps, bags, and lanyards) were distributed to the provinces, and the website was updated to allow respondents to verify fieldworkers' identity on the web. The other publicity tools used were:
- Approach letters
- Emails to stakeholders (farming communities)
- Frequently asked questions (FAQs) posted on the Stats SA website.

8.2 Publicity methodology used at the dwelling unit level

The following process was followed at the dwelling unit by SOs:
- After SOs unpacked structures at the selected map reference identifiers (MRN_IDs), the sampled DUs were identified and SOs thereafter publicised the survey with households found in the selected DUs.
- The approach letters as well as introductory letters were used to inform both the key stakeholders as well as selected households about the project and to ask for permission to work in the area and to conduct the interviews.

9. Limitations of the survey

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 regular scheduled fieldwork, it still meant that non-response and out-of-scope verification

could not be completed. In total, 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, their having to execute 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.

10. Comparability with previous surveys

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

Annexures

Annexure A: Comparison of the 2013 and 2020 questionnaires

Comparative analysis: National Household Travel Survey questionnaires 2013 and 2020

Flap

No.	Question	2013	2020
A	First name and surname		
B	Four-by-four rule		
C	Sex		
D(i)	Date of birth		
D(ii)	Age in completed years		New question
E	Population group		
F	Place of birth		New question
G	Migration		
H	Nationality		
I	Relationship to the head of household		
J	Marital status		
K	Highest level of education successfully completed	Equivalent Q3.1	
L	Is … currently attending an educational institution?	Equivalent Q3.2	
M	Type of educational institution currently attending	Equivalent Q3.3	
N	Nature of educational institution(public or private)		New question
O	Is … mainly studying through attending classes or distance learning?	Equivalent Q3.4	
P	Driver's licence (Age >=16)	Equivalent QF	
Q	Type of driver's licence (Age >=16)	Equivalent QG	

Section 1: Household characteristics

No.	Question	2013	2020
General functioning			
1.1.a-1.1f	Difficulty in seeing, hearing, walking/climbing, remembering and concentrating, self-care, communicating	Equivalent Q1.1	
1.2	Use of assistive devices	Equivalent	
1.3	Does … have a long-term condition or health problem that makes it difficult/prevents him/her from doing the following:		New question
Social grants and social relief			
1.4	Receive social grant, pension or social relief	Equivalent Q1.3	
1.5	Type of grant	Equivalent Q1.4	

Section 2: General travel patterns

No.	Questions	2013	2020
2.1	On which day does … usually travel/leave the house?	Equivalent	
2.2	Did … take any trip/travel in the past seven days?	Equivalent	
2.3	Main reasons for not making any trip/travel. Ask if 'No' to Q2.2	Equivalent	
2.4	Places visited on the travel day		New question
2.4.1-2.4.11	Number of trips to visited places on travel day		New question
2.5	Modes of travel used	Equivalent: More response categories are added	
2.5.1-2.5.26	Number of times of which the mode of travel was used		New question
2.6	Main reasons why … walked all the way to the destination?	Equivalent	

Section 3: Education and education-related patterns

No.	Questions	2013	2020
3.1	Number of days per week person usually travels to the educational institution	Equivalent Q3.6	
3.2.a-3.2c	Where is the educational institution? 3.2a. Province 3.2b. District 3.2c. Place	Equivalent Q3.5	
3.3	Travel to educational institution on a travel day		New question
3.4	Walk all the way to the educational institution on travel day		New question
3.4.1	Reason for walking all the way to educational institution		New question
3.5	Cycle all the way to the educational institution on travel day		New question
3.5.1	Reason for cycling all the way to educational institution		New question
3.6	Use of learner transport		New question
3.7	Use of private learner transport		New question
3.8	Hitchhike all the way to educational institution		New question
3.8.1	Main reason for hitchhiking all the way to educational institution		New question
3.9	Drive all the way to educational institution		New question
3.10	At what time is the learner supposed to be at the educational institution on travel day?		New question
3.11	At what time did … leave to go to the educational institution on the travel day?	Equivalent Q3.7	
3.12	Did … need to walk to the first public transport?		New question
3.12.1	How long in (minutes) did … walk to get from here to his/her first transport on travel day?	Equivalent Q3.8, answered if "YES" to Q3.12	
3.12.2	How long did … wait for his/her first transport to arrive?	Equivalent Q3.9	
3.12.3	How long did … have to walk at the end of the trip to reach his/her the educational institution?	Equivalent Q3.10	
3.13	At what time did … arrive at the educational institution he/she attends on the travel day?	Equivalent Q3.11	
3.14	Since … has driven all the way to the educational institution on travel day did need a vehicle ...		New question
3.15	How did … the payment of the cost used to drive to the educational institution on travel day?		New question
3.16	For the vehicle used to drive to the educational institution, how much does it cost ... to travel to educational institution?		New question
3.17	How many mode(s) of travel did … use to get to his/her educational institution on travel day?		New question
3.18	What mode of travel did … use to get to the educational institution on travel day?	Equivalent Q3.12	
3.18.1	Since … has used a lift club, which of the following lift club type did … use to get to the educational institution on travel day?		New question
3.18.2	For the mode/s selected in Q3.18, is the payment made **per single trip**, **per return trip, per week**, **per month**?	Equivalent Q3.13	
3.18.3	How much did it cost? If payment was made in Q3.18.2	Equivalent Q3.14	

Section 4: Work-related travel patterns (Ask people aged 15 years and above)

No.	Question	2013	2020
4.1	In the last week (Monday to Sunday) did…any work for pay, profit or did…help without being paid in any kind of business run by his/her household?		New question
4.2	In the last week, even though…did not do any work for pay, profit or did not help without pay in a household business, did….have paid work or a business he/she would definitely return to?		New question
4.3	In which sector is…place of work?		New question
4.4	What was the main reason why…did not work in last week (Monday to Sunday)?	Equivalent Q4.2	
4.5	Would…have liked to work last week (Monday to Sunday)?		New question
4.6	In the last week (Monday to Sunday), was….looking for any kind of job or trying to start a business?		New question
4.7	In the last week (Monday to Sunday), did…take any trip/ travel looking for any kind of job or trying to start a business?		New question
4.8a	In which province is….workplace?	Equivalent	
4.8b	In which district/ metropolitan municipality is….workplace?	Equivalent	
4.8c	In which place (Suburb/Town/place name) is….workplace?	Equivalent	
4.8d	Please type the name of (Suburb/Town/place name).	Equivalent	
4.8e	In which place (Suburb/Town/place name) is….workplace?	Equivalent	
4.9	How many days per week does….usually travel to work?	Equivalent Q4.5	
4.10	What is…total salary/ pay at his/ her main job? Including overtime, allowances and bonus, after any tax or deductions. Give amount in whole figures, without any text or decimals.	Equivalent Q4.6	
4.11	What is….payment period?	Equivalent Q4.7	
4.12	Which income category describes….total income Including overtime, allowances and bonus, after any tax or deductions?	Equivalent Q4.8	
4.13	Does….employer give him/ her money/ coupon(s) for public transport?	Equivalent Q4.24	New question
4.14	How much is this worth per month? Give the answer in Rand.	Equivalent Q4.25	
4.15	Did….travel to his/ her workplace on travel day?		New question
4.16	Did….walk all the way to work on travel day?	Equivalent Q4.10	
4.16.1	What is the main reason walked all the way to work on travel day?		New question
4.17	Did….cycle all the way to work on travel day?	Equivalent Q4.11	
4.17.1	What is the main reason why…. cycled all the way to work on travel day?		New question
4.18	Did….hitchhike all the way to work on travel day?		New question
4.18.1	What is the main reason why….hitchhiked all the way to work on travel day?		New question
4.19	Did….drive all the way to work on travel day?	Equivalent Q4.12	

Section 5: Business trips (Ask people aged 15 years and above)

No.	Question	2013	2020
5.1	Has … undertaken any business trip(s) longer than 20 km away from her place of work within the RSA in the past calendar month?	Equivalent	
5.2	Number of trips taken in the past calendar month	Equivalent	
5.3	Mode of transport used for the longest part of the trip	Equivalent	
5.4	How much did it cost for the trip there and back?	Equivalent	
5.5	Main destination of the trip 5.5a. Province 5.5b. District code 5.5c. Suburb	Equivalent	Option Travel Analysis Zone (TAZ) removed

Section 6: Other travel patterns (Ask people aged 15 years and above)

No.	Question	2013	2020
Day trips			
6.1	Has … undertaken any day trip/s away from home in the past twelve months?	Equivalent	
6.2	Main purpose of the trip	Equivalent	
6.3	Main mode of travel used for the trip	Equivalent	
6.4	How much did it cost … to reach the main destination?	Equivalent	
6.5	Main reason walked all the way to his/ her destination		New question
Overnight trips			
6.6	Has … undertaken any overnight trip/s away from home in the past twelve months?	Equivalent	
6.7	How often did … undertake overnight trip/s in the past twelve months?	Equivalent	
6.8	Main purpose of the trip	Equivalent	
6.9	Main mode of travel used for the trip		
6.10	Main reason walked all the way to his/her destination		New question
6.11	How much did it cost … to reach the main destination?	Equivalent	
6.12	Main destination of the trip 6.12a. Province 6.12b. District code 6.12c. Suburb		New question

Section 7: General household information

No.	Question	2013	2020
7.1	Sources of income for the household	Equivalent Q7.3	
7.2	Main source of income	Equivalent Q7.4	
7.2.1	Income from remittances; specify how much they get per month	Equivalent 7.5	
7.2.2	Income from pensions or retirement annuities; specify how much they get per month	Equivalent 7.6	
7.3	Total monthly household income		New question
7.4	Minimum income required by household to survive		New question
7.4.1	Which net household income per month in Rands would be the absolute minimum for your household? That is to say, you would not be able to make ends meet if you earned less		New question
7.5	Total household expenditure in the last month	Equivalent 7.2	
7.5.1	Total household expenditure on public transport in the last month		New question
7.5.1a	Total household expenditure on public transport for work-related trip in the last month		New question
7.5.1b	Total household expenditure on public transport for educational-related trip in the last month		New question
Ownership of cars/bakkies/4x4/station wagon/trucks/kombis/			
7.6A.1-7.6A.6	Number of motor vehicles in working order a household has available for private use	Equivalent 7.10	
Ownership of Non-motorised transport			
7.7	Number of bicycles in working order a household owns and uses for transport	Equivalent 7.7	
7.8	Number of animal-drawn vehicles in working order a household owns and uses for transport	Equivalent 7.8	
7.9	Number of animals that can pull animal-drawn vehicles	Equivalent 7.9	
7.10	Number of motor vehicles in working order a household has available for private use		
Mode of transport used to nearest facilities			
7.7.1a-7.7.7.12.a	How do members of the household get to the nearest facilities	Same Q7.11	
Travel time to nearest facilities			
7.7.1b-7.7.12b	Time take to travel to nearest facilities		New question

Section 8: Attitudes and perceptions about transport

No.	Question	2013	2020
8.1	Two main mode of travel used by the household	Equivalent Q8.4	
8.2	Factors influencing household's choice of mode of travel	Equivalent	
8.3	Two most transport-related problems experienced by the household	Equivalent Q8.1	
8.4-8.7	How long does it take in minutes to walk to the nearest taxi rank/route, bus stop/station, BRT/IRT?	Equivalent Q8.3	
8.8	Use of public transport (taxi, bus, train) in the past calendar month	Equivalent Q8.5, Q8.8, Q8.11	
8.9	Reasons why you did not use a passenger train in the past calendar month	Equivalent Q8.6	
8.10	Reasons why you did not use a bus in the past calendar month	Equivalent Q8.9	
8.11	Reasons why you did not use a minibus taxi in the past calendar month	Equivalent Q8.12	
8.1A-8.27A	Satisfaction about the passenger train service	Equivalent Q8.7	
8.28A-8.40A	Satisfaction about the Gautrain service		New question
8.1B-8.31B	Satisfaction about the bus service	Equivalent Q8.10	
8.1C-8.15C	Satisfaction about the minibus taxi service	Equivalent Q8.13	

Annexure B: NHTS 2020 reporting domains

Province	District municipality	Local municipality	Reporting domain
Western Cape	City of Cape Town	City of Cape Town	CPT
	West Coast	Matzikama	DC1Oth
		Cederberg	DC1Oth
		Bergrivier	DC1Oth
		Saldanha Bay	DC1Oth
		Swartland	DC1Oth
	Cape Winelands	Witzenberg	DC2Oth
		Drakenstein	DC2Oth
		Stellenbosch	WC024
		Breede Valley	DC2Oth
		Langeberg	DC2Oth
	Overberg	Theewaterskloof	DC3Oth
		Overstrand	DC3Oth
		Cape Agulhas	DC3Oth
		Swellendam	DC3Oth
	Eden	Kannaland	DC4Oth
		Hessequa	DC4Oth
		Mossel Bay	WC043
		George	WC044
		Oudtshoorn	DC4Oth
		Bitou	DC4Oth
		Knysna	DC4Oth
	Central Karoo	Laingsburg	DC5Oth
		Prince Albert	WC052
		Beaufort West	DC5Oth

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
Eastern Cape	Buffalo City	Buffalo City	BUF
	Cacadu	Camdeboo/Ikwezi/Baviaans	DC10Oth
		Blue Crane Route	DC10Oth
		Makana	DC10Oth
		Ndlambe	DC10Oth
		Sundays River Valley	DC10Oth
		Kouga	EC108
		Kou-Kamma	DC10Oth
	Amathole	Mbhashe	DC12Oth
		Mnquma	DC12Oth
		Great Kei	DC12Oth
		Amahlathi	DC12Oth
		Ngqushwa	EC126
		Nkonkobe/Nxuba	DC12Oth
	Chris Hani	Inxuba Yethemba	DC13Oth
		Intsika Yethu	DC13Oth
		Emalahleni	DC13Oth
		Engcobo	DC13Oth
		Sakhisizwe	DC13Oth
		Tsolwana/Inkwanca/Lukanji	EC139
	Joe Gqabi	Elundini	DC14Oth
		Senqu	DC14Oth
		Maletswai/Gariep	EC145
	O.R. Tambo	Ngquza Hill	DC15Oth
		Port St Johns	EC154
		Nyandeni	DC15Oth
		Mhlontlo	DC15Oth
		King Sabata Dalindyebo	DC15Oth

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
Eastern Cape (cont.)	Alfred Nzo	Matatiele	DC44Oth
		Umzimvubu	DC44Oth
		Mbizana	DC44Oth
		Ntabankulu	EC444
	Nelson Mandela Bay	Nelson Mandela Bay	NMA
Northern Cape	John Taolo Gaetsewe	Joe Morolong	DC45
		Ga-Segonyana	DC45
		Gamagara	DC45
	Namakwa	Richtersveld	DC6
		Nama Khoi	DC6
		Kamiesberg	DC6
		Hantam	DC6
		Karoo Hoogland	DC6
		KhÃ¢i-Ma	DC6
	Pixley ka Seme	Ubuntu	DC7
		Umsobomvu	DC7
		Emthanjeni	DC7
		Kareeberg	DC7
		Renosterberg	DC7
		Thembelihle	DC7
		Siyathemba	DC7
		Siyancuma	DC7
	Z.F. Mgcawu	Kai !Garib	DC8
		!Kheis	DC8
		Tsantsabane	DC8
		Kgatelopele	DC8
		//Khara Hais/Mier	DC8
	Frances Baard	Sol Plaatje	DC9
		Dikgatlong	DC9
		Magareng	DC9
		Phokwane	DC9

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
Free State	Xhariep	Letsemeng	DC16Oth
		Kopanong	FS162
		Mohokare	DC16Oth
	Lejweleputswa	Masilonyana	DC18Oth
		Tokologo	DC18Oth
		Tswelopele	DC18Oth
		Matjhabeng	FS184
		Nala	DC18Oth
	Thabo Mofutsanyane	Setsoto	DC19Oth
		Dihlabeng	FS192
		Nketoana	DC19Oth
		Maluti a Phofung	DC19Oth
		Phumelela	DC19Oth
		Mantsopa	DC19Oth
	Fezile Dabi	Moqhaka	DC20Oth
		Ngwathe	DC20Oth
		Metsimaholo	FS204
		Mafube	DC20Oth
	Mangaung	Mangaung	MAN
KwaZulu-Natal	Ugu	Umdoni	DC21Oth
		Umzumbe	DC21Oth
		uMuziwabantu	DC21Oth
		Hibiscus Coast	DC21Oth
	Umgungundlovu	uMshwathi	DC22Oth
		uMngeni	DC22Oth
		Mpofana	KZN223
		Impendle	DC22Oth
		The Msunduzi	KZN225
		Mkhambathini	DC22Oth
		Richmond	KZN227

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
KwaZulu-Natal (concl.)	Uthukela	Okhahlamba	DC23Oth
		Inkosi Langalibalele	DC23Oth
		Alfred Duma	DC23Oth
	Umzinyathi	Endumeni	DC24Oth
		Nqutu	DC24Oth
		Msinga	DC24Oth
		Umvoti	KZN245
	Amajuba	Newcastle	DC25Oth
		Emadlangeni	DC25Oth
		Dannhauser	DC25Oth
	Zululand	eDumbe	DC26Oth
		uPhongolo	DC26Oth
		Abaqulusi	DC26Oth
		Nongoma	DC26Oth
		Ulundi	DC26Oth
	Umkhanyakude	Umhlabuyalingana	DC27Oth
		Jozini	DC27Oth
		Mtubatuba	DC27Oth
		Big Five Hlabisa	DC27Oth
	Uthungulu	Mfolozi	DC28Oth
		uMhlathuze	KZN282
		uMlalazi	KZN284
		Mthonjaneni	DC28Oth
		Nkandla	DC28Oth
	iLembe	Mandeni	DC209Oth
		KwaDukuza	KZN292
		Ndwedwe	DC209Oth
		Maphumulo	DC209Oth
	Sisonke	Greater Kokstad	KZN433
		Ubuhlebezwe	DC43Oth
		Umzimkhulu	DC43Oth
		Dr Nkosazana Dlamini Zuma	DC43Oth
	eThekwini	eThekwini	ETH

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
North West	Bojanala	Moretele	DC37Oth
		Local Municipality of Madibeng	DC37Oth
		Rustenburg	NW373
		Kgetlengrivier	DC37Oth
		Moses Kotane	DC37Oth
	Ngaka Modiri Molema	Ratlou	DC38Oth
		Tswaing	DC38Oth
		Mafikeng	NW383
		Ditsobotla	DC38Oth
		Ramotshere Moiloa	DC38Oth
	Dr Ruth Segomotsi Mompati	Naledi	NW392
		Mamusa	DC39Oth
		Greater Taung	NW394
		Lekwa-Teemane	DC39Oth
		Kagisano/Molopo	DC39Oth
	Dr Kenneth Kaunda	City of Matlosana	DC40Oth
		Maquassi Hills	DC40Oth
		Ventersdorp/Tlokwe	DC40Oth
Gauteng	Sedibeng	Emfuleni	DC42Oth
		Midvaal	GT422
		Lesedi	DC42Oth
	West Rand	Mogale City	GT481
		Merafong City	DC48Oth
		Rand West City	DC48Oth
	Ekurhuleni	Ekurhuleni	EKU
	City of Johannesburg	City of Johannesburg	JHB
	City of Tshwane	City of Tshwane	TSH

Annexure B: NHTS 2020 reporting domains (continued)

Province	District municipality	Local municipality	Reporting domain
Mpumalanga	Gert Sibande	Chief Albert Luthuli	DC30Oth
		Msukaligwa	DC30Oth
		Mkhondo	MP303
		Dr Pixley Ka Isaka Seme	DC30Oth
		Lekwa	DC30Oth
		Dipaleseng	DC30Oth
		Govan Mbeki	MP307
	Nkangala	Victor Khanye	DC31Oth
		Emalahleni	DC31Oth
		Steve Tshwete	DC31Oth
		Emakhazeni	DC31Oth
		Thembisile	MP315
		Dr JS Moroka	DC31Oth
	Ehlanzeni	Thaba Chweu	DC32Oth
		Nkomazi	DC32Oth
		Bushbuckridge	DC32Oth
		Mbombela/Umjindi	MP326
Limpopo	Mopani	Greater Giyani	LIM331
		Greater Letaba	DC33Oth
		Greater Tzaneen	DC33Oth
		Ba-Phalaborwa	DC33Oth
		Maruleng	DC33Oth
	Vhembe	Musina	DC34Oth
		Thulamela	DC34Oth
		Makhado	DC34Oth
		Collins Chabane	DC34Oth
	Capricorn	Blouberg	DC35Oth
		Molemole	DC35Oth
		Polokwane	LIM354
		Lepele-Nkumpi	DC35Oth

Annexure B: NHTS 2020 reporting domains (concluded)

Province	District municipality	Local municipality	Reporting domain
Limpopo (concl.)	Waterberg	Thabazimbi	DC36Oth
		Lephalale	DC36Oth
		Bela-Bela	LIM366
		Mogalakwena	LIM367
		Modimolle/Mookgopong	DC36Oth
	Sekhukhune	Ephraim Mogale	DC47Oth
		Elias Motsoaledi	LIM472
		Makhuduthamaga	LIM473
		Greater Tubatse/Fetakgomo	DC47Oth