



“Imbi indlela eyihamba kuyo, okokuqala nje”

**SURVEY OF COMMUNITIES ALONG PROPOSED NEW ROUTE OF THE N2  
BETWEEN PORT EDWARD AND PORT ST JOHNS**

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## **1. BACKGROUND**

As part of the research project to determine public perceptions regarding the possible construction of a new section of the N2 between Port Edward and Port St Johns, the South African National Roads Agency Limited (SANRAL) commissioned the Human Sciences Research Council (HSRC) in December 2010 to conduct a representative sample survey of the attitudes of residents living in the vicinity of the proposed route.

The proposed new route has been contested and opposed by environmental lobbyists. There have been allegations that the road has been proposed in response to the interests of the mining, trucking and construction industries, with scant regard to the potential damage to the pristine environment of the Wild Coast region. Nevertheless, the survey was conducted with permanent residents of the region and discussions were held with a few non-resident migrant workers who return there on a regular basis.

The report that follows is divided into four sections:

1. Background
2. Research methodology
3. The views of migrant workers (obtained from focus group discussions)
4. Travel patterns
5. Travelling to other towns
6. Views about the proposed new road
7. Life satisfaction
8. Houses, toilets, water and electricity
9. Respondents' biographical information
10. Household income and expenditure
11. Conclusions

## **2. RESEARCH METHODOLOGY**

In preparation for the sample survey, a series of four focus group discussions were convened in the relevant area, with migrant workers who were at home during the Christmas holiday period. The purpose was to factor their concerns into the design of the sample survey instrument that would be administered when most migrant workers were likely to be back at their places of work in cities and towns elsewhere in South Africa.

Four localities were selected along the proposed route:

1. Nkunzimbini (about 11 km from Lusikisiki, Qaukeni Local Municipality)
2. Goso Forest (about 9 km from Lusikisiki, Qaukeni Local Municipality)
3. Zangotsho (about 23km east of Bizana, Bizana Local Municipality)
4. Maida (about 20km from Bizana, Bizana Local Municipality)

A questionnaire for a sample of 2400 residents was then designed in the light of issues that emerged from the focus group discussions, with additional inputs from SANRAL pertaining to the travel patterns and habits of residents, including the details of destinations, time taken to reach them, reasons for making the trips and frequency of such

trips. SANRAL, additionally, requested the insertion of questions about perceptions of possible economic or other benefits that might accrue along the route as a consequence of the road construction.

The findings of the focus group discussions (reported in the next section) were factored into the design of a questionnaire that was administered to a representative sample of residents in ten villages or towns situated along or in close proximity to the proposed route. The localities from which samples of 240 residents each were selected were as follows from north to south:

1. Port Edward (including nearby Kwanzimandwe)
2. Zangotsho
3. Msikaba
4. Baleni
5. Holy Cross
6. Mkamela
7. Nkunzimbini
8. Lusikisiki
9. Ntafufu
10. Port St Johns

Starting from a randomly selected house in each town or village, fieldworkers used a constant interval between selected houses on a pre-determined route, to facilitate representativeness. Within each selected household an adult member of the household (aged 18 years or older) was selected for the interview. This ensured representation of old and young, male and female. After a number of invalid or unreliable responses had been removed from the data, the realised sample of valid responses numbered as indicated in Table 1.

**Table 1: Residents' Survey Sample Realisation**

Port Edward	Zangotsho	Msikaba	Baleni	Holy Cross	Mkamela	Nkunzimbini	Lusikisiki	Ntafufu	Port St Johns	Total
243	240	243	250	237	215	232	226	213	215	2314

### **3. THE VIEWS OF MIGRANT WORKERS**

Preliminary focus group discussions were facilitated to inform the design of the survey questionnaire. At the four localities where the discussions were held, chiefs and their respective headmen were identified. Meetings were convened to inform them about the research and to consult about arrangements needed to convene the focus groups. In all instances there was a high degree of co-operation and willingness to assist the process. The chiefs and headmen applauded SANRAL for consulting them before meeting with the communities, as an appropriate protocol. They indicated that they would like to see the construction of N2 as it would assist in mitigating traffic congestion on existing roads. They also expressed the hope that the new road would be well maintained, unlike the existing roads. They were confident that their communities would appreciate being approached and asked their views on the topic. They were informed that the intention was

to collect information about people's issues, concerns, perceptions and suggestions regarding the possibility of the N2 construction.

One chief shared the story about a company that did not take people's views into consideration. The company simply began planning the establishment of a mine in their community. He said the community therefore filed court papers opposing the construction of the mine in response to this lack of consultation. Another chief expressed support for the road provided that local residents were informed about the meaning of road signs and the danger of crossing the road without checking properly for oncoming traffic. He also indicated the need for the erection of fences to prevent livestock or people from being hit by passing vehicles. The chiefs were forthcoming in suggesting the names of individuals who were spending the Christmas holidays at home. A sample of these were contacted by cellphone and invited to participate in the discussions. At the appointed venues for three of the four groups, more than the 8 to 10 invitees arrived. All who genuinely worked in towns and cities away from the Lusikisiki or Bizana regions were allowed to participate.

The broad conclusions that emerged from the focus group discussions were:

- Existing roads in the area are problematic as they are used by many cars and are unmaintained; as a result they have potholes that cause damage to vehicles.
- Without decent roads the communities cannot attract qualified teachers and medical staff, thereby impairing the quality of local education and health services.
- A new section of the N2 would enhance accessibility within the region and between the region and other parts of the province and elsewhere. This would take the form of a faster, safer road that would reduce travelling time and costs.
- Virtually all the participants identified the challenges faced as a consequence of poor roads. They expressed support for the possibility of construction of a new section of the N2 highway between Port Edward and Lusikisiki.
- Participants are optimistic that should the new road be constructed, local job and entrepreneurial opportunities would be created, provided such opportunities were made available to local people and not those from other parts of the country.
- It was suggested that fences should be erected along the new road in order to prevent livestock from crossing the freeway and children or adults from the danger of fast moving traffic.
- It was further suggested that an awareness campaign would be necessary to educate rural communities who are not accustomed to being in close proximity to a national highway.

- Some warned of a potential increase in crime owing to enhanced access and getaway opportunities.
- They cautioned that measures need to be taken to accommodate land uses that might be affected by the new road. These would include housing, fields for cultivation and ancestral graves. They also indicated the need for rehabilitation of the area, including quarries, after the construction process, to avoid permanent environmental damage.

#### **4. TRAVEL PATTERNS**

Residents were asked whether their household purchases groceries in the specific village where they live. This was the case for more than 70% of households in five localities (Msikaba, Holy Cross, Mkamela, Nkunzimbini, Lusikisiki) but for less than one-third in the other five localities (Port Edward, Zangotsho, Baleni, Ntafufu, Port St Johns).

They were also asked for their most frequent destination and reason for travelling away from their homes. The predominant reason was to do shopping (for 87% of residents). For the residents of Port Edward, the main destinations are Margate or the town of Port Edward itself. Those living in Zangotsho or Baleni mainly travel to Bizana. Those in Msikaba, Nkunzimbini, Lusikisiki or Ntafufu mainly travel to Lusikisiki. For those living in Holy Cross or Mkamela, the primary destination is Flagstaff. Residents of Port St Johns tend mainly to travel to Port St Johns town itself.

About one out of five (20%) households possess a car. This is highest in the largest towns of Lusikisiki (39%), Port Edward (33%) and Port St Johns (27%) and much lower (21% or less in the other seven localities). Amongst the households with a car, the car is accessible to the household every day in 47% of households, implying that it is not available to 53% of households on some days. Most residents (78%) therefore make use of taxis when travelling out of their village or town. The remainder catch buses (13%), travel by car (6%) or walk (3%) to their destinations.

In almost all instances, the most common reason for travelling outside of their villages or towns was to do shopping (87%), with small proportions travelling in order to conduct business (6%), get to work or schools (4%), visit family or friends (2%), or other purposes (1%), including transporting goods or passengers or going on holiday.

The time and one-way cost entailed in reaching the most frequently visited destination, (usually for the purpose of shopping) ranges from only 13 minutes and R5.10 from localities within the Port Edward area; to as much as 283 minutes (between 4 and 5 hours) for the 1% of Msikaba residents who go shopping in Mthatha at a cost of R40 (most people in Msikaba do their shopping in Lusikisiki which is 46 minutes away and costs R11.43 to reach).

**Table 2: Travel patterns from each locality**

Research Locality	Most frequent destination when travelling out of village	Main condition of the road E=Excellent G=Good F=Fair P=Poor EP=Extremely Poor	One main reason for travelling to most frequent destination S=Shopping; BS=Business; H=Holiday; V=Visiting Friends or Family; WS=Commuting to Work or School; TP=Transporting Passengers	Logistics in reaching your most frequent destination		
				Mean Time (minutes)	Transport T=Taxi; B=Bus; C=Car; W=Walk	Mean Cost (one way)
Port Edward	Margate (67%)	G (48%) F (41%) P (4%) EP (7%)	S (94%) WS (4%)	27	T (78%) C (20%)	R8.74
	Port Edward (23%)	E (2%) G (38%) F (49%) P (2%) EP (9%)	S (69%) BS (19%) WS (13%)	13	T (50%) C (45%) W (5%)	R5.10
	Durban (5%)	G (82%) F (9%) P (9%)	S (46%) BS (27%) H (18%) V (9%)	53	C (83%) T (17%)	R80.91
	Shelley Beach (3%)	E (17%) G (67%) F (17%)	S (71%) V (14%)	27	C (72%) B (18%)	R22.00
Zangotsho	Bizana (95%)	EP (76%) P (19%).. F (4%) G (1%)	S (82%) WS (7%) BS (6%)	35	T (73%) B (26%) C (1%)	R22.56
	Lusikisiki (1%)	G (100%)	S (100%)	52	T (100%)	R11.50
	Port Edward (1%)	EP (50%) P (50%)	V (50%) BS (50%)	31	T (100%)	R41.67
	Durban (1%)	EP (100%)	V (33%) WS (33%) Oth (33%)	64	T (100%)	R106.67
Msikaba	Lusikisiki (97%)	G (15%) F (30%) P (46%) EP (9%)	S (95%) WS (4%) H(1%)	46	T (92%) B (7%) C (1%)	R11.43
	Flagstaff (1%)	F (100%)	S (100%)	66	T (100%)	R11.00
	Mthatha (1%)	F (100%)	S (100%)	283	T (100%)	R40.00
Baleni	Bizana (99%)	EP (89%) P (4%) F (2%) G (5%)	S (94%) WS (2%) BS (2%)	38	T (79%) B (14%) C (5%) W (2%)	R26.03
	Port Edward (1%)	EP (50%) F (50%)	S (100%)	29	T (100%)	R27.50
Holy Cross	Flagstaff (99%)	E (1%) G (89%) F (4%) P (7%)	S (97%) V (1%) BS (1%) Oth (1%)	49	T (98%) B (1%) C (1%)	R9.38
	Lusikisiki (1%)	G (50%) F (50%)	S (50%) BS (50%)	43	T (100%)	R9.50
Mkamela	Flagstaff (94%)	EP (49%) P (42%) F (8%) G (1%)	S (93%) WS (3%) V (3%) BS (1%)	91	B (68%) T (31%) C (1%)	R16.49
	Lusikisiki (3%)	EP (17%) P (67%) F (17%)	S (67%) V (17%) BS (17%)	172	B (83%) T (17%)	R26.17
	Bizana (1%)	E (50%) F (50%)	S (100%)	30	T (100%)	R16.00
Nkunzimbini	Lusikisiki (96%)	EP (42%) P (42%) F (13%) G (2%) E (1%)	S (82%) BS (14%) WS (3%) V (1%)	70	T (81%) C (9%) B (9%) W (1%)	R10.49
	Mthatha (2%)	G (40%) F (40%) P (20%)	BS (60%) V (20%) TP (20%)	52	C (40%) B (20%) W (20%)	R15.60
Lusikisiki	Lusikisiki (71%)	G (21%) F (51%) P (27%) EP (1%)	S (75%) BS (16%) WS (8%)	25	T (90%) W (5%) C (4%) B (1%)	R6.40
	Flagstaff (9%)	G (33%) F (17%) P (33%) EP (17%)	BS (42%) S (32%) V (21%)	48	T (100%)	R23.95
	Mthatha (8%)	G (6%) F (59%) P (35%)	S (56%) BS (28%) V (11%)	109	T (78%) C (11%) B (6%) W (6%)	R39.00
	Port St Johns (5%)	G (27%) F (46%) P (27%)	S (55%) H (18%) V (18%)	77	T (91%) B (9%)	R28.36
Ntafufu	Lusikisiki (98%)	E (23%) G (57%) F (8%) P (10%) EP (3%)	S (95%) BS (3%) WS (1%) H (1%)	47	T (94%) C (3%) B (2%) W (1%)	R8.34
Port St Johns	Port St Johns (89%)	E (1%) G (26%) F (56%) P (16%) EP (2%)	S (87%) WS (8%) BS (2%) TP (2%)	24	T (66%) W (24%) C (6%) B (3%)	R6.78
	Mthatha (5%)	G (20%) F (80%)	S (70%) WS (10%) BS (10%) H (10%)	75	T (100%)	R13.20
	East London (3%)	G (20%) F (80%)	S (100%)	239	T (67%) C (33%)	R50.00
	Durban (2%)	G (33%) F (67%)	S (100%)	222	T (67%) C (33%)	R27.67



Table 2 shows that the roads that are used most frequently and considered by most to be in an extremely poor or poor condition are those between:

- Zangotsho and Bizana
- Baleni and Bizana
- Mkamela and Flagstaff
- Nkunzimbini and Lusikisiki
- Lusikisiki and Flagstaff

## **5. TRAVELLING TO OTHER TOWNS**

Respondents living in each of the ten localities were asked how frequently (how many times per year) they travel to each of twelve destinations, namely East London, Mthatha, Port St Johns, Lusikisiki, Flagstaff, Holy Cross, Bizana, Port Edward, Port Shepstone, Durban, Pietermaritzburg and Johannesburg. They were also asked to provide the usual purpose of their trips to that destination, as well as the usual duration (in minutes) of the trip to that destination. The results of this question are listed in Table 3.

Residents of Port Edward, Lusikisiki and Port St Johns make their most frequent trips, usually for shopping, to their local town centres. These trips are the quickest (15 minutes, 21 minutes and 18 minutes respectively). The most frequent out-of-town trips from Port Edward are to Port Shepstone (58 minutes) and to Durban (105 minutes), for shopping, business or holiday purposes. From Lusikisiki, the most frequent out-of-town trips are made to Flagstaff (42 minutes) and Mthatha (162 minutes) for shopping, business and visiting friends or relatives (VFR). From Port St Johns, the most frequent out-of-town trips head are to Mthatha (shopping, VFR: 128 minutes) and Durban (holiday, business: 243 minutes). In the case of Zangotsho and Baleni, most frequent trips are to Bizana, taking 174 and 183 minutes respectively, and usually for the purposes of shopping. Similarly, most trips from Msikaba, Nkunzimbini and Ntafufu have Lusikisiki as their destination. Mean travelling times from these three towns are 35, 41 and 36 minutes respectively. The main purpose is for shopping, and to a lesser extent business or commuting to work or school (in the case of Msikaba). Finally, most trips from Holy Cross and Mkamela end up in Flagstaff for the purpose of shopping (33 and 93 minutes respectively on average) to go shopping or business (in the case of Holy Cross) or commuting to work or school (in the case of Mkamela).

**Table 3: Frequency of trips per year, usual duration of trips and purpose of trips from each locality to 12 selected destinations**

		East London	Mthatha	Port St Johns	Lusikisiki	Flagstaff	Holy Cross	Bizana	Port Edward	Port Shepstone	Durban	Pietermaritzburg	Johannesburg
Port Edward	Trips	0.6	0.6	0.7	0.9	0.4	0.3	4.0	43.6	10.4	8.6	1.5	0.4
	Minutes	306	317	111	76	216	57	64	15	58	105	132	314
	Reasons	Business VFR	Business Holiday	VFR Holiday	Business VFR	VFR Business	VFR Holiday	VFR Business	VFR Business	Shopping Business	VFR Business	Holiday Business	VFR Shopping
Zangotsho	Trips	0.2	0.7	0.2	0.6	0.8	0.4	26.6	2.1	1.0	2.0	0.2	0.6
	Minutes	428	337	248	225	217	219	174	215	230	319	341	772
	Reasons	Work/Learn Holiday	VFR Work/Learn	Holiday VFR	VFR Holiday	VFR Business	VFR Business	VFR Business	Shopping Work/Learn	Shopping Business	Business VFR	VFR Holiday	Business Holiday
Msikaba	Trips	0.1	0.7	0.7	31.0	1.6	1.1	0.5	0.2	0.1	0.9	0.2	0.1
	Minutes	333	159	84	35	73	94	118	154	176	227	218	384
	Reasons	Business Holiday	Business Shopping	VFR Shopping	Shopping Work/Learn	Shopping VFR	Shopping Business	Medicine Business	VFR Holiday	Shopping Holiday	VFR Business	VFR Business	Business Holiday
Baleni	Trips	0.3	0.5	0.4	0.6	0.3	0.4	22.3	2.0	0.9	1.7	0.2	0.5
	Minutes	409	332	290	243	233	227	183	234	261	322	494	696
	Reasons	VFR Shopping	VFR Business	VFR Holiday	VFR Holiday	VFR Holiday	VFR Holiday	VFR Holiday	Shopping VFR	VFR Holiday	Holiday VFR	Holiday VFR	VFR Holiday
Holy Cross	Trips	0.3	1.0	1.2	4.5	15.1	7.1	2.3	0.5	0.4	1.6	0.2	0.4
	Minutes	338	159	105	68	33	24	111	131	154	249	405	511
	Reasons	VFR Work/Learn	VFR Business	Holiday VFR	Shopping Business	Shopping Business	Medicine Business	VFR Shopping	VFR Shopping	VFR Shopping	VFR Shopping	VFR Shopping	VFR Business
Mkamela	Trips	0.3	0.3	0.5	2.9	15.8	3.9	1.9	1.1	0.6	2.0	0.2	0.1
	Minutes	427	289	224	155	93	53	184	215	276	357	557	689
	Reasons	VFR Shopping	VFR Business	Holiday Business	Shopping VFR	Shopping Work/Lrn	Medicine VFR	VFR Shopping	VFR Shopping	Shopping VFR	Holiday VFR	Holiday VFR	Holiday Pssngrs
Nkunzimbini	Trips	0.8	3.7	2.4	29.8	2.3	0.6	1.2	0.7	1.1	2.4	0.4	0.6
	Minutes	262	153	85	41	90	105	128	188	195	258	314	612
	Reasons	VFR Business	VFR Work/Learn	Holiday VFR	Shopping Business	VFR Business	VFR Business	VFR Holiday	VFR Shopping	Shopping VFR	Business Shopping	Business VFR	VFR Holiday
Lusikisiki	Trips	0.8	3.9	2.8	32.1	4.5	1.3	0.6	0.6	1.0	1.3	0.1	0.4
	Minutes	291	162	72	21	42	57	128	129	193	292	285	520
	Reasons	Holiday Shopping	Shopping Business	Holiday VFR	Shopping Business	Business VFR	VFR Business	VFR Shopping	Shopping Holiday	Shopping Holiday	Holiday Shopping	Holiday Shopping	Holiday Shopping
Ntafufu	Trips	0.8	3.8	2.0	25.6	0.6	0.4	0.5	0.3	0.1	1.1	0.5	1.6
	Minutes	271	160	46	36	73	117	101	179	163	227	251	511
	Reasons	VFR Holiday	Business Shopping	Business VFR	Shopping Business	VFR Business	VFR Business	VFR Business	VFR Business	VFR Business	Business VFR	VFR Business	VFR Holiday
Port St Johns	Trips	1.7	4.7	79.7	3.4	0.3	2.1	0.7	1.5	1.0	3.9	0.8	0.6
	Minutes	269	128	18	63	67	69	91	129	170	243	216	406
	Reasons	Holiday Shopping	Shopping VFR	Shopping Work/Learn	Business VFR	VFR Holiday	VFR Business	VFR Business	VFR Business	VFR Holiday	VFR Shopping	Holiday Business	Shopping VFR
TOTAL	Trips	0.6	1.9	8.5	13.0	4.1	1.7	6.3	5.5	1.7	2.6	0.4	0.5
	Minutes	306	187	75	67	87	79	156	133	184	262	298	545
	Reasons	VFR Holiday	Business VFR	Shopping VFR	Shopping Business	Shopping VFR	Medicine VFR	Shopping VFR	Shopping VFR	VFR Shopping	Holiday VFR	VFR Holiday	VFR Holiday

## 6. VIEWS ABOUT THE PROPOSED NEW ROAD

The vast majority (98%) of residents interviewed say that they would like to see a new national road built between Lusikisiki and Port Edward. The proportion in favour ranges from 92% in Lusikisiki to 100% in Holy Cross. The reasons given for these responses pertain predominantly to the possibility of jobs being created (35%); the prospect of improved access to other towns or services (30%), and the new road being of a better quality than existing local roads (11%). Many also mentioned that life in general would be improved by the development (7%) or that the cost of travelling would become less expensive to them (2%)

**Table 4: Would you like to see a new national road built between Lusikisiki and Port Edward and for what reason?**

	Port Edward	Zan-gotsho	Msi-kaba	Bal-eni	Holy Cross	Mka-mela	Nkun-zimb- ini	Lusik- isiki	Nta- fufu	Port St Johns	Total
<b>Proportion in Favour</b>	<b>95.9%</b>	<b>98.3%</b>	<b>99.6%</b>	<b>98.0%</b>	<b>100.0%</b>	<b>99.0%</b>	<b>98.7%</b>	<b>92.0%</b>	<b>99.0%</b>	<b>99.0%</b>	<b>97.9%</b>
Job opportunities	28.8%	25.4%	71.6%	10.4%	50.6%	39.3%	29.3%	25.7%	39.0%	26.5%	34.6%
Better access	23.5%	59.6%	12.3%	22.0%	30.0%	37.4%	42.7%	28.3%	22.5%	19.1%	29.7%
Better quality road	12.8%	9.6%	0.8%	38.4%	1.7%	6.5%	12.1%	4.9%	13.1%	12.1%	11.4%
Development/ Better Life	8.6%	2.1%	2.1%	11.6%	4.2%	5.1%	4.3%	12.4%	12.2%	9.3%	7.1%
Cheaper cost of travel	0.4%	0.0%	0.8%	1.2%	6.8%	1.4%	1.7%	3.1%	0.5%	4.7%	2.0%
Vehicles and people will last longer	1.6%	0.4%	0.0%	0.4%	0.4%	0.5%	1.3%	5.8%	1.4%	1.4%	1.3%
Business opportunities	0.8%	0.0%	0.4%	0.0%	0.4%	2.8%	4.3%	3.1%	0.5%	1.4%	1.3%
New visitors/ residents	4.9%	0.0%	0.4%	0.0%	0.0%	1.4%	1.3%	0.4%	0.9%	2.8%	1.2%
Lighting for the area	0.0%	0.4%	0.0%	1.6%	0.4%	0.5%	1.7%	0.0%	0.0%	1.9%	0.6%
Inform the people!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	1.3%	4.2%	0.5%	0.6%
No effect/ No interest	2.5%	0.4%	0.0%	0.4%	0.0%	0.0%	0.4%	1.8%	0.0%	0.0%	0.6%
Tired of stories/ promises	0.0%	0.0%	0.0%	0.4%	0.0%	0.5%	0.0%	2.7%	0.0%	0.0%	0.3%
More accidents	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.1%
Disruption	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.1%
What about existing road quality?	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.1%
No reason given	15.2%	2.1%	11.5%	13.6%	5.5%	4.7%	0.4%	9.7%	5.2%	19.5%	8.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

The vast majority are also of the view that a new road would generate a range of specific benefits to their areas (Table 5). Almost all respondents in all localities say that if the new road were to be constructed, job opportunities in other towns would become more accessible; more people from other places would come and live in their village; and the children of their household would attend school in another town or village.

**Table 5: Increased accessibility that would be created by new road**

	Job opportunities in other towns would become more accessible to the people of this village/town	More people from other places would come and live here	The children of our household would attend school in another town or village
Port Edward	96.7	95.1	91.3
Zangotsho	100.0	99.6	94.4
Msikaba	100.0	100.0	99.6
Baleni	98.0	95.6	92.7
Holy Cross	99.6	99.6	97.5
Mkamela	99.5	100.0	88.3
Nkunzimbini	100.0	92.2	82.7
Lusikisiki	90.7	90.4	89.9
Ntafufu	99.5	100.0	96.2
Port St Johns	100.0	100.0	98.6
Total	98.4	97.2	93.1

Other perceived benefits are that were the new road to be built, it would become easier to reach a clinic, a mobile clinic, a hospital, a social grants collection point and police services. Only in Lusikisiki do less than 90% of residents think that it would not become easier, probably because access to such services is already good where they are situated in the town. It should be borne in mind that at no stage were respondents shown a map of any proposed route for the N2 and their answers to these questions would have been based on speculation and hope that the proposed route would bring these benefits of improved access.

**Table 6: It would become easier for me to reach a clinic, hospital or other facility**

	Clinic	Mobile clinic	Hospital	Social grants collection point	Police services
Port Edward	91.5	91.8	92.7	92.2	92.7
Zangotsho	100.0	100.0	100.0	99.6	100.0
Msikaba	100.0	100.0	100.0	100.0	100.0
Baleni	98.4	99.2	99.2	99.2	98.8
Holy Cross	100.0	100.0	100.0	98.3	99.6
Mkamela	100.0	100.0	100.0	100.0	100.0
Nkunzimbini	100.0	99.1	100.0	99.1	93.5
Lusikisiki	89.9	89.9	89.9	89.5	89.0
Ntafufu	99.1	99.1	99.1	99.5	99.5
Port St Johns	100.0	100.0	100.0	100.0	100.0
Total	97.9	97.9	98.0	97.7	97.3

Optimism is also high that the construction of the road will create employment opportunities during the construction phase and after completion. The latter would take the form of jobs created by the establishment of new businesses such as accommodation facilities for travelers; tourist attractions; service stations (including sales of fuel, restaurants and vehicle repair services); as well as other small businesses along the route of the new section of the N2. Again, only in Lusikisiki do

less than 90% think that such business and job opportunities would be created, and even in Lusikisiki, the proportions are between 75% and 90%

**Table 7: New employment opportunities would be created**

	During construction of the new road	Accommodation for travellers	Tourist attractions	Service stations (fuel, restaurants, vehicle repairs)	Small businesses along the route
Port Edward	96.1	97.2	96.8	96.3	96.7
Zangotsho	100.0	100.0	100.0	99.6	100.0
Msikaba	97.4	100.0	100.0	100.0	100.0
Baleni	99.2	99.2	99.6	99.2	98.8
Holy Cross	100.0	100.0	100.0	99.2	94.5
Mkamela	99.5	100.0	100.0	100.0	98.6
Nkunzimbini	100.0	90.9	94.8	92.6	85.3
Lusikisiki	89.6	89.4	89.5	88.9	75.7
Ntafufu	99.5	100.0	100.0	100.0	76.2
Port St Johns	100.0	99.0	99.0	99.0	99.0
Total	98.1	97.6	98.0	97.5	92.7

If the new road were to be built, the greatest advantage is perceived to be the better access that would be provided to other towns (35%). This was one of four possible options provided in the survey questionnaire and it is most selected in Zangotsho (51%), Holy Cross (50%) and Port Edward (48%). The second most selected advantage is the creation of job opportunities (24%), an advantage most prevalent amongst the residents of Ntafufu (59%) and Nkunzimbini (40%). Other advantages mentioned were a better quality transport route (20%), the most selected option in Mkamela (37%); and the reduced cost of travel (20%), most selected in Port St Johns (42%). Less than one percent perceived of other advantages.

**Table 8: Perceived advantages of a new N2 route, by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Better access to other towns	47.5%	50.6%	17.7%	38.8%	49.8%	23.7%	29.3%	35.6%	29.7%	21.7%	34.8%
Creation of job opportunities	13.8%	10.9%	28.4%	18.8%	23.2%	17.5%	39.7%	20.0%	59.0%	14.6%	24.3%
Better quality transport routes	22.5%	24.3%	25.1%	18.4%	15.2%	37.0%	15.1%	18.2%	6.1%	20.8%	20.3%
Reduced cost of travel	15.0%	12.6%	28.4%	23.6%	11.8%	21.3%	15.5%	25.8%	4.7%	41.5%	19.9%
Other advantages	1.3%	1.7%	0.4%	0.4%		0.5%	0.4%	0.4%	0.5%	1.4%	0.7%

Conversely, the greatest disadvantage of the new road is perceived to be the dangerous fast-moving traffic that would result (32%). This was one of five possible options provided in the questionnaire that was chosen by 59% of residents in Zangotsho and more than 40% in Mkamela, Msikaba and Nkunzimbini. Next most frequently cited is the potential loss of land or infrastructure (25%). This emerged as a concern most strongly in Ntafufu (52%) and Port Edward (36%). Of the other options, corruption is most perceived to be a potential problem with the planned new route

by 28% of Port St Johns residents. The possibility of better access to the area for criminals is most keenly felt in Ntafufu (21%), and the potential for damage to the environment is perceived as a problem by more than one-third (36%) of the residents of Holy Cross.

**Table 9: Perceived disadvantages of a new N2 route, by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Dangerous fast-moving traffic	22.0%	58.7%	45.7%	20.0%	30.9%	47.5%	40.9%	32.7%	2.9%	14.4%	31.7%
Loss of land or infrastructure	36.4%	20.9%	25.5%	16.3%	9.7%	14.7%	21.6%	26.5%	52.4%	23.0%	24.6%
Corruption	9.3%	5.1%	17.7%	15.9%	8.9%	11.3%	3.4%	3.6%	2.9%	28.2%	10.6%
Better access for criminals	12.3%	4.3%	2.1%	13.9%	4.7%	10.2%	11.6%	13.9%	20.5%	12.9%	10.5%
Damage to the environment	15.7%	6.8%	3.3%	8.6%	35.6%	4.5%	9.9%	5.8%	3.3%	3.8%	10.0%
Other	4.2%	4.3%	5.8%	25.3%	10.2%	11.9%	12.5%	17.5%	18.1%	17.7%	12.6%

## 7. LIFE SATISFACTION

The next few sections deal with the life circumstances of the residents surveyed. In spite of widespread poverty and material deprivation, as shown in the next sections, the life satisfaction of residents is generally high. Only 6% of residents are dissatisfied or very dissatisfied with their standard of living (Table 10), with exceptional situations occurring in Nkunzimbini and Mkamela, where 13% and 11% respectively are dissatisfied. Only seven percent are very dissatisfied or dissatisfied with their health, with exceptions in Nkunzimbini again (14% dissatisfied), as well as Zangotsho (13%) and Holy Cross (11%). There are relatively high levels of dissatisfaction amongst residents about what they are achieving in life (13% are very dissatisfied or dissatisfied), with the highest level of dissatisfaction occurring in Nkunzimbini, Mkamela and Lusikisiki (17% or higher). There are also high levels of dissatisfaction about perceived future security in Zangotsho (23%) and Nkunzimbini (19%). In other respects, dissatisfaction is relatively low (average less than 10%). Dissatisfaction with safety is reported by 9% (highest in Lusikisiki at 17%). Dissatisfaction with personal relationships is reported by 6% (although highest in Nkunzimbini, Baleni and Mkamela, 10% or more) and with the extent to which they feel part of their communities, by 5% (highest in Port St Johns at 13% dissatisfied). This indicates that good neighbourliness and local social capital is strong. Also, people are highly satisfied with their religion or spirituality (4% dissatisfied). Overall, 5% say they are dissatisfied or very dissatisfied with their lives as a whole, this being the highest in Zangotsho (9%), Nkunzimbini (7%) and Lusikisiki (7%).

**Table 10: Proportion of residents dissatisfied or very dissatisfied with different aspects of their lives**

	Pt.E	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Your standard of living	4	5	1	9	8	11	13	8	1	5	6
Your health	3	13	6	7	11	6	14	2	2	2	7
What you are achieving in life	5	15	9	16	16	17	20	17	5	10	13
Your personal relationships	1	2	3	11	1	10	12	4	2	8	6
How safe you feel	9	11	2	13	4	4	14	17	1	14	9
Feeling part of your community	1	5	2	10	2	2	6	7	1	13	5
Your future security	9	23	5	12	4	2	19	15	8	15	11
Your spirituality or religion	1	4	4	8	2	4	6	1	1	6	4
Your life as a whole	2	9	1	2	2	3	7	7	2	4	5

Presented with the scenario of the new N2 traversing their areas, a massive 97% of residents are of the view that it would improve their life satisfaction. This proportion ranges from 88% in Lusikisiki to 100% in Mkamela and Nkunzimbini.

**Table 11: Do you think your life satisfaction would improve if the new national road were to be built?**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
<b>Yes</b>	92.5%	98.7%	99.6%	98.8%	99.2%	99.5%	100.0%	87.9%	98.6%	98.5%	97.3%
<b>No</b>	7.5%	1.3%	0.4%	1.2%	0.8%	0.5%	0.0%	12.9%	1.4%	1.5%	2.7%
<b>Total</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## 8. HOUSES, TOILETS, WATER AND ELECTRICITY

Details of the services available to residents reveal that the population has a high level of material deprivation. The roofs of dwellings in the ten localities are primarily corrugated iron or zinc roof (74%), with relatively few having thatch (11%), tiled (5%) or asbestos roofs (4%). While thatching is most common for houses in Msikaba (46%), tiled roofs are most common in Port Edward and Lusikisiki, and asbestos roofs are most likely to be found in Port St Johns and Holy Cross.

**Table 12: Type of roof by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Corrugated iron/zinc	76.1%	85.4%	48.6%	71.1%	80.6%	83.3%	70.1%	69.3%	86.3%	66.0%	73.5%
Thatching	1.2%	7.1%	45.7%	16.5%	2.1%	1.0%	15.6%	3.5%	7.6%	6.3%	11.0%
Tile	19.4%	0.0%	1.2%	5.6%	1.3%	3.3%	2.2%	13.6%	1.4%	4.9%	5.4%
Asbestos	2.4%	0.4%	0.4%	2.0%	8.9%	0.5%	3.0%	5.3%	2.8%	19.9%	4.4%
Other	0.9%	7.1%	4.1%	4.8%	7.1%	11.9%	9.1%	8.3%	1.9%	2.9%	5.7%

Just over one-quarter (27%) of dwellings have walls constructed of cement blocks or concrete. This proportion is highest in Port Edward (70%) and Lusikisiki (46%). A further 27% of houses have mud walls (more than 40% in Msikaba and Ntafufu). Just less than a quarter (24%) of houses have walls

made of a mixture of mud and cement (26%), more than 40% in Mkamela and Holy Cross. Almost one-fifth (19%) have brick walls, including more than one-third of the houses in Lusikisiki and Port St Johns, and more than a quarter in Baleni and Port Edward.

**Table 13: Type of walls by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Cement blocks/ concrete	70.0%	31.8%	6.7%	38.8%	2.1%	4.3%	26.4%	46.1%	17.5%	22.7%	27.3%
Mud	0.0%	32.2%	52.1%	21.2%	33.1%	29.3%	23.4%	6.1%	42.2%	31.9%	26.8%
Mud and Cement	2.0%	26.8%	34.0%	8.8%	40.7%	50.7%	32.9%	5.7%	31.8%	6.8%	24.2%
Bricks	26.3%	7.5%	3.4%	27.2%	22.5%	6.7%	12.1%	36.4%	7.6%	35.7%	18.6%
Other	1.7%	1.7%	3.8%	4.0%	1.6%	9.0%	5.2%	5.7%	0.9%	2.9%	3.1%

More than a quarter of respondents do not have toilet facilities, the situation being most serious in Msikaba, Baleni and Nkunzimbini, where about half of households or more report not having any toilet. About 60% have a pit latrine either with or without a ventilation pipe. Less than 7% have a flush toilet that is connected to a public sewage system; best served in this respect is Lusikisiki (35%).

**Table 14: Type of toilet by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Pit latrine without ventilation pipe	9.8%	1.3%	11.9%	25.9%	73.0%	31.3%	33.5%	28.3%	58.2%	59.0%	32.5%
Pit latrine with ventilation pipe	63.4%	89.9%	1.2%	4.5%	17.3%	61.1%	5.4%	11.7%	2.9%	15.0%	27.3%
Flush toilet connected to a public sewage system	20.3%	0.0%	0.0%	2.0%	0.8%	0.0%	0.0%	34.5%	0.5%	10.0%	6.8%
Chemical or other	4.5%	6.6%	2.1%	7.7%	3.0%	2.4%	12.7%	21.5%	1.9%	11.0%	7.3%
No toilet	2.0%	2.2%	84.8%	59.9%	5.9%	5.2%	48.4%	4.0%	36.5%	5.0%	26.1%

More than half of residents (54%) live in households for which the main source of drinking water is a river, stream or spring. In six localities, this proportion exceeds 75% (Ntafufu, Zangotsho, Baleni, Msikaba, Nkunzimbini and Mkamela). Only in Port Edward, Holy Cross, Lusikisiki and Port St Johns is accessibility to piped tap water more common. In Port Edward and Holy Cross, this is mainly from a communal tap, while households in Lusikisiki and Port St Johns are most likely to have piped tap water on the site of or inside their dwellings.

**Table 15: Most often used source of drinking water by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
River/ Stream/ Spring	4.1%	80.4%	92.1%	79.6%	14.3%	81.4%	80.1%	12.2%	94.2%	4.5%	54.2%
Communal tap less than 200m away	64.1%	2.2%	0.4%	2.0%	38.8%	0.5%	2.7%	11.7%	0.5%	23.4%	15.1%
Piped tap water on site	4.1%	0.0%	0.0%	5.3%	12.2%	3.8%	5.4%	40.5%	1.0%	40.8%	10.9%
Piped tap water in dwelling	20.0%	0.0%	0.0%	2.4%	17.3%	0.0%	0.5%	18.9%	1.0%	11.9%	7.3%
Other	7.7%	17.4%	7.5%	10.7%	17.4%	14.3%	11.3%	16.7%	3.3%	19.4%	12.5%

Grid electricity is not available to more than 85% of households in Zangotsho, Msikaba, Baleni and Mkamela. In the other six settlements about three-quarters or more of the households have access to grid electricity.



**Table 16: Grid electricity available to household**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
<b>Yes</b>	96.7%	13.6%	11.7%	10.9%	92.8%	9.7%	73.9%	93.8%	81.7%	91.7%	57.2%
<b>No</b>	3.3%	86.4%	88.3%	89.1%	7.2%	90.3%	26.1%	6.3%	18.3%	8.3%	42.8%

## 9. RESPONDENTS' BIOGRAPHICAL INFORMATION

The adult male: adult female ratio varies significantly ( $X^2=103.59$ ;  $df=9$ ;  $sig.=0.000$ ) between the ten settlements, from less than one-third male in Nkunzimbini and Zangotsho to more than 58% male in Port St Johns and Port Edward. More than 87% in seven of the ten settlements indicate that their home language is isiXhosa. The exceptions are Port Edward (67% isiZulu, 12% English), Port St Johns (15% isiZulu, 9% English) and Baleni (41% Mpondo). The average age of the over 18-year-olds is 39.8 years years, youngest in Lusikisiki (35.8 years) and oldest in Zangotsho and Holy Cross (both have an adult resident mean age of 42.7 years). The main religious groupings are the Zionist Christian Church (24%) (the largest in 7 of the 10 settlements); the Apostolic Church (12%); the Anglican Church (12%); and the Methodist Church (10%), with 11% indicating no religious affiliation. Just less than one-third (32%) of residents have completed Grade 12 or a higher level of education, this proportion being by far the highest in Lusikisiki (63%), Port Edward (59%) and Port St Johns (43%).

**Table 17: Demographic characteristics of adults living in the ten settlements**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
% male adults	58.5%	32.2%	37.3%	35.3%	35.0%	35.5%	27.3%	36.6%	46.4%	60.1%	40.2%
% isiXhosa	8.9%	97.5%	97.9%	49.4%	97.5%	97.1%	91.8%	87.7%	92.4%	74.4%	78.7%
Mean age	40.5	42.7	41.0	38.6	42.7	37.8	40.7	35.8	40.3	37.6	39.8
Largest religious groups	Zionist Ethiopian	Zionist Apostolic	Zionist Other Christian	Methodist Zionist	Anglican Methodist	Zionist Anglican	Zionist Apostolic	Methodist Zionist	Zionist Apostolic	Zionist Catholic	Zionist Apostolic
% adults with Grade 12 or higher level of education	58.6%	22.0%	14.1%	23.1%	20.2%	16.5%	19.5%	62.6%	29.9%	42.5%	31.9%

An idea of the strength of community organisations and social capital in existence in the different settlements is provided by the proportions of residents involved in each of the different types of organisation. By far the highest involvement is in churches (55%), as is the case across South Africa, ranging from much higher in Lusikisiki (81%) and Holy Cross (80%) to around only one-fifth in Port Edward and Zangotsho. Next most common is a political party at just less than 30% (highest Msikaba 52%; lowest Port Edward 4%), followed by a stokvel or burial society, in which 29% of residents claim they participate (highest Holy Cross 56%; lowest Port Edward 1%). Just over one-quarter (26%) of adult residents participate in some form of sport, the proportions ranging from 52% in Lusikisiki to 8% in Zangotsho. Just less than a fifth (18%) participate in a youth group, again highest in Lusikisiki (42%) and lowest in Port Edward (5%). About 5% report that they participate in some other organisation (highest in Holy Cross at 14%). Computed together, more than two-thirds (68%) of adult residents

participate in at least one community organisation, ranging from 27% in Port Edward to 98% in Holy Cross.

**Table 18: Proportion of adult participation in community activities**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Tot
Church	20.1%	17.2%	61.9%	37.2%	80.2%	69.5%	70.1%	77.6%	72.5%	49.5%	55.0%
Political party	3.8%	8.5%	52.3%	14.8%	53.4%	19.5%	45.5%	33.9%	35.1%	31.0%	29.7%
Stokvel/ Burial society	1.3%	10.2%	39.0%	14.4%	55.8%	27.9%	43.9%	43.4%	38.3%	20.6%	29.3%
Sport	13.9%	8.0%	14.5%	21.2%	19.6%	28.0%	30.7%	52.2%	43.1%	28.3%	25.5%
Youth group	4.5%	7.2%	24.4%	8.4%	21.0%	23.4%	17.4%	41.9%	28.0%	5.5%	18.0%
Women's group	2.5%	8.5%	23.2%	8.4%	20.2%	19.0%	30.7%	25.9%	30.8%	5.0%	17.3%
Other organisation	4.1%	2.5%	4.0%	1.9%	14.0%	1.7%	2.1%	9.3%	3.6%	3.3%	5.0%
At least one organisation	27.1%	31.3%	81.6%	46.0%	97.5%	79.1%	92.6%	88.6%	93.4%	53.6%	68.4%

The rate of unemployment is high across all of the localities. Just over one-fifth (22%) of adults are employed either full-time or part-time. The highest levels of employment occur in Port St Johns (46%), Port Edward (43%) and Lusikisiki (37%). This level does not exceed 18% in any of the other towns and is as low as 8% in Ntafufu. The proportion of pensioners is highest in Msikaba (18%) and lowest in Mkabela (6%).

**Table 19: Percentage of adults in each occupational category by locality**

OCCUPATIONAL CATEGORY		PtE	Za	Ms	Ba	HC	Mk	Nk	Lu	Nt	PSJ	Tot
NOT EMPLOYED	Unemployed, not looking for work	4.5	4.1	2.0	7.2	11.7	8.2	5.2	4.4	4.4	2.4	5.4
	Unemployed, looking for work	27.9	26.6	61.5	53.6	49.9	43.8	44.2	39.1	58.5	35.4	44.0
	Pensioner (aged/retired)	13.4	14.9	18.4	12.4	15.0	5.8	14.7	7.1	13.7	8.3	12.5
	Temporarily sick	4.5	2.1	1.6	0.4	3.4	1.9	1.7	1.3	3.9	1.0	2.2
	Permanently disabled	0.8	0.4	0.8	0.0	0.9	1.9	1.7	0.9	0.5	0.0	0.8
	Housewife, not working at all, not looking for work	0.8	17.8	1.2	4.8	1.7	6.3	3.0	0.4	2.4	1.9	4.1
	Housewife, looking for work	0.8	8.7	0.4	2.4	0.9	10.1	10.0	4.4	4.4	1.0	4.2
	Student/learner	4.5	7.9	2.0	6.4	3.0	7.7	6.5	5.3	3.9	3.9	5.1
EMPLOYED	Self-employed - full time	15.0	2.5	0.8	5.2	1.7	2.9	1.3	8.9	0.5	7.8	4.7
	Self-employed - part time	4.9	4.1	1.6	3.2	3.8	2.9	3.5	6.2	1.0	11.7	4.2
	Employed part time (if none of the above)	2.4	2.9	1.6	1.6	3.4	6.3	3.0	6.7	2.4	8.3	3.8
	Employed full time	20.6	7.9	7.8	2.8	4.7	2.4	5.2	15.1	4.4	18.4	8.9
TOTAL		100	100	100	100	100	100	100	100	100	100	100

Of those who are employed or self-employed, two-thirds (66%) live in three of the ten towns, namely Port Edward (25%), Lusikisiki (23%) and Port St Johns (18%). Most of these working people also work within two of these three towns (99% of those in Lusikisiki and 93% of those in Port St Johns) and thus have the shortest mean travelling times to work (20 minutes or less). In Port Edward, 33% of workers work in the town and 16% in Kwanzilandwe (part of the Port Edward survey area). However, a substantial proportion of Port Edward workers work out of town, further up the KwaZulu-Natal coast at Margate or Durban; and 33% of those in Port Edward). Nevertheless, the mean travelling time to work for Port Edward workers is only 24 minutes.

For the relatively few working people (33%) who live in one of the other seven towns, large proportions of the Msikaba and Nkunzimbini workers work in Lusikisiki, which involves mean travelling times of 44 and 77 minutes respectively. Many of the Zangotsho and Baleni workers work in Bizana, which takes between 1.5 and 2.5 hours to reach on existing local roads. Over half of the Holy Cross and Mkamela workers are based in Holy Cross and Mkamela respectively, with most of the rest working in either Durban or Flagstaff. Half of the few workers based in Ntafufu work in either Mthatha or Durban. The largest volume of traffic generated by workers is therefore within Port St Johns, Lusikisiki and Port Edward. For those working out of town, the largest volumes are on the roads from Port Edward to Margate and Durban; from Msikaba and Nkunzimbini to Lusikisiki; from Zangotsho and Baleni to Bizana; from Holy Cross and Mkamela to Flagstaff and Durban; and from Ntafufu and Port St Johns to Mthatha.

**Table 20: Workplaces of employed residents**

	% of all workers in survey area	% employed	% self-employed	Average travel time to work (minutes)	% of working people working in same town	% working out of town
Port Edward	24.6	23.0	19.9	24	49.3	41.3 Margate 5.3 Durban
Zangotsho	5.6	10.8	6.6	89	41.2	41.2 Bizana
Msikaba	4.6	9.4	2.4	44	14.3	85.7 Lusikisiki
Baleni	3.0	4.4	8.4	169	44.4	22.2 Bizana
Holy Cross	6.3	8.1	5.5	22	57.9	21.1 Durban 10.5 Flagstaff
Mkamela	4.6	8.7	5.8	86	71.4	14.3 Flagstaff 14.3 Durban
Nkunzimbini	6.3	8.2	4.8	77	15.8	47.4 Lusikisiki
Lusikisiki	23.3	21.8	15.1	18	98.6	1.4 Holy Cross
Ntafufu	3.9	6.8	1.5	92	8.3	33.3 Mthatha 16.7 Durban
Port St Johns	17.8	26.7	19.5	20	92.6	5.6 Mthatha
Total	100.0	10.7	8.9	39	64.1	35.9 out of town

Of the adult population who are students or learners (5% of those aged over 18), substantial numbers travel to schools out of their home town each day. It takes learners an average of 41 minutes to reach their schools. These numbers provide an indication of the volume of under-18 learners (not included in the survey) who probably also make these out-of-town trips to school. The statistics suggest that it is possible (although these sample sizes are excessively small) that more than one-third of the learners living in Port Edward, Zangotsho, Msikaba, Holy Cross, Mkamela and Port St Johns are travelling to schools outside of their home towns, substantially adding to the early morning and mid-afternoon traffic volumes. The longest mean travel times are for learners travelling from Port St Johns (78 minutes), Zangotsho (58 minutes) and Mkamela (48 minutes).

**Table 21: Location of schools of learners aged 18 years or above**

	% of all over-18 learners in survey area	Average travel time to school (minutes)	% of learners attending school in same town	% attending school out of town		
Port Edward	12.2	31	36.4	54.5 Margate	9.1 Durban	
Zangotsho	15.6	58	14.3	42.9 Bizana	28.6 Kwampisi	14.3 Baleni
Msikaba	3.3	40	66.7	33.3 Lusikisiki		
Baleni	15.6	30	85.7	14.3 Bizana		
Holy Cross	4.4	33	50.0	50.0 Flagstaff		
Mkamela	12.2	48	63.6	27.2 Lusikisiki	9.1 Durban	
Nkunzimbini	11.1	36	100.0	0.0		
Lusikisiki	10.0	25	100.0	0.0		
Ntafufu	7.8	23	85.7	14.3 Lusikisiki		
Port St Johns	7.8	78	57.1	28.6 Mthatha	14.3 Scottburgh	
Total	100.0	41	64.4	35.6 out of town		

Note: These percentages should only be used as broad indicators owing to the small samples of learners aged over 18 years.

Further trips are generated by absentee migrant labourers who return home to one of the ten towns on a regular basis. The average number of such people per household is 2.2 and the average number of return trips is 5.4 per annum. The following table shows that Zangotsho households have the largest mean number of absentee migrants (2.8) who return home an average of 3.4 times per year. Msikaba and Port St Johns have an average of 1.8 absentee members who return an average of 10 to 12 times per year.

**Table 22: Absentee migrant workers and annual return trips**

	Mean household size	Mean number of absentee household members who return home regularly	Mean number of migrant worker return trips per annum
Port Edward	3.42	2.22	10.43
Zangotsho	5.40	2.81	3.41
Msikaba	5.19	1.83	11.82
Baleni	5.60	2.43	5.65
Holy Cross	5.54	2.09	4.22
Mkamela	6.21	1.95	3.33
Nkunzimbini	5.35	2.18	5.26
Lusikisiki	4.38	2.21	5.43
Ntafufu	4.90	2.22	4.62
Port St Johns	4.25	1.81	10.21
Total	5.02	2.24	5.37

The extent of poverty in this part of South Africa is endemic and clearly illustrated by the prevalence of social grant recipients in almost three-quarters (71%) of the households surveyed. This is much higher in the seven smaller towns (all over 76%) than in Port Edward (45%), Lusikisiki (42%) or Port St Johns (48%). In Holy Cross, 87% of the survey respondents live in households that receive one or more social grant. The Child Support Grant (CSG) is the most widespread, with more than half (54%) of households being in receipt thereof, and as many as 60% or more in Zangotsho, Msikaba, Holy Cross, Mkamela and Nkunzimbini. Next most prevalent is the Old Age Grant (OAG), received by almost one-third (33%) of households. The highest level for OAGs is in Msikaba at 40%. About 5% of households receive a Disability Grant (DG), this being highest in Baleni (9%). Other forms of social grant (Foster Care, etc.) are received by 2% of households; highest in Mkamela and Nkunzimbini (7% or more).

**Table 23: Social grants received in each locality**

	Proportion of households receiving one or more social grants				
	At least one social grant	Old Age Grant	Support Grant	Disability Grant	Other social grant
Port Edward	45.3	28.4	30.0	3.3	0.4
Zangotsho	76.8	33.8	66.3	5.8	4.6
Msikaba	80.2	40.3	64.6	0.8	0.0
Baleni	78.3	35.6	56.8	9.2	5.2
Holy Cross	86.8	37.6	64.6	6.3	6.3
Mkamela	82.9	27.0	65.1	7.0	9.3
Nkunzimbini	84.1	35.8	64.2	6.9	7.8
Lusikisiki	58.3	25.7	45.1	4.4	0.4
Ntafufu	70.5	29.1	54.9	4.7	2.3
Port St Johns	47.6	31.2	31.2	4.2	1.9
Total	71.2	32.6	54.4	5.3	3.8

## 10. HOUSEHOLD INCOME AND EXPENDITURE

The income levels of households along the proposed N2 route are extremely low. The vast majority (71%) of households have a monthly income of R3000 or less. If those who refused to divulge or did not know their household income are excluded, the proportion increases to 80%. The mean household income is R2553, ranging from as low as R1584 in Msikaba to R4008 in Lusikisiki and R5233 in Port Edward.

**Table 24: Household income categories by locality**

	Pt.E.	Zan	Msi	Bal	HC	Mka	Nku	Lus	Nta	PSJ	Total
None	0.8%	2.2%	0.4%	1.6%	2.5%	4.7%			19.8%		3.1%
R1-R500	2.5%	7.4%	10.8%	3.6%	8.4%	8.9%	16.4%	6.8%	9.0%	1.9%	7.6%
R501-R750	4.2%	10.4%	12.9%	4.0%	7.2%	9.8%	10.6%	6.8%	6.6%	2.4%	7.5%
R751-R1000	2.9%	20.4%	12.0%	5.6%	10.5%	12.6%	9.3%	3.2%	4.2%	1.4%	8.3%
R1001-R1500	6.3%	17.4%	18.7%	17.3%	30.0%	24.8%	28.3%	12.2%	24.1%	10.5%	18.9%
R1500-R2000	6.3%	11.7%	21.2%	14.5%	13.5%	14.0%	9.7%	13.1%	7.1%	12.4%	12.4%
R2000-R3000	10.0%	12.2%	17.4%	10.1%	14.8%	11.7%	11.5%	16.7%	11.3%	13.3%	12.9%
R3001-R5000	10.0%	7.0%	4.1%	9.3%	3.4%	7.9%	4.9%	9.5%	5.7%	20.0%	8.1%
R5001-R7500	10.0%	5.2%	2.1%	5.6%	0.8%	2.3%	0.9%	9.0%	3.8%	8.6%	4.8%
R7501-R10000	6.7%	1.7%	0.4%	2.4%	0.8%	1.4%	2.7%	6.8%	4.7%	4.3%	3.2%
R10001+	9.2%	0.9%	0.0%	2.0%	1.3%	0.0%	1.3%	7.7%	3.8%	2.9%	2.9%
Refusal	17.2%	2.2%	0.0%	11.7%	1.7%	0.9%	3.1%	4.5%	0.0%	8.1%	5.0%
Don't know	13.8%	1.3%	0.0%	12.1%	5.1%	0.9%	1.3%	3.6%	0.0%	14.3%	5.3%
	69.0%	96.5%	100.0%	76.2%	93.2%	98.1%	95.6%	91.9%	100.0%	77.6%	89.6%
Mean household income	R 5,233	R 1,956	R 1,584	R 2,717	R 1,722	R 1,658	R 1,778	R 4,008	R 2,298	R 3,723	R 2,553

Note: Mean household income was computed by multiplying the value of the midpoint of each income category by the proportion of households in the locality that divulged their income, i.e. excluding those who refused or did not know.

Household expenditure is an alternative method of determining levels of wealth and poverty. For the households along the proposed N2 route, average monthly expenditure amounts to R1012.

More than half (56%) of this is spent on food and a further 11% on transport. Highest mean expenditure occurs amongst households in Lusikisiki (R1374 p.m.) and lowest expenditure is in Msikaba (R706 p.m.) and Ntafufu (R708 p.m.)

**Table 25: Mean monthly household expenditure by item and locality**

	Food	Transport	Fuel	Water/ Elec	Rent	Loan repa- ments	Cell phone	Personal items	Entertain- ment	Other	Monthly Total
Pt. E.	R 462	R 166	R 5	R 171	R 110	R 8	R 76	R 102	R 91	R 6	R 1,197
Zan	R 590	R 115	R 78	R 19	R 2	R 12	R 65	R 77	R 23	R 1	R 982
Msik	R 511	R 56	R 39	R 11	R 0	R 0	R 17	R 70	R 2	R 0	R 706
Bal	R 547	R 133	R 82	R 21	R 3	R 8	R 44	R 72	R 19	R 3	R 932
H.C.	R 597	R 102	R 75	R 86	R 10	R 20	R 23	R 59	R 7	R 3	R 981
Mkam	R 707	R 81	R 117	R 8	R 3	R 10	R 20	R 94	R 26	R 6	R 1,072
Nkun	R 498	R 70	R 73	R 43	R 0	R 27	R 18	R 70	R 18	R 13	R 830
Lusik	R 703	R 136	R 39	R 122	R 32	R 38	R 63	R 159	R 72	R 1	R 1,365
Ntafu	R 522	R 50	R 20	R 57	R 0	R 0	R 9	R 48	R 1	R 0	R 708
PSJ	R 516	R 174	R 102	R 211	R 63	R 37	R 64	R 122	R 81	R 3	R 1,374
Total	R 564	R 109	R 63	R 74	R 22	R 16	R 40	R 87	R 34	R 4	R 1,012

Less regular expenses comprise mainly of educational costs (school fees, books, uniforms) at R356; clothing and shoes at R374; medical costs at R215; and funeral expenses at R154 during the six-month period preceding the survey. These additional expenses cost households an average of R1419, ranging from R613 in Ntafufu to R2100 in Mkamela

**Table 26: Mean irregular household expenditure by item (last 6 mths) and locality**

	Medical	Clothing	Equipment	Con- struction	Labour	Repa- ments	Education	Funerals	Cele- brations	Total
Pt. E.	R 237	R 292	R 17	R 40	R 135	R 15	R 478	R 2	R 109	R 1,325
Zan	R 254	R 380	R 88	R 136	R 64	R 10	R 523	R 216	R 138	R 1,809
Msik	R 194	R 324	R 75	R 29	R 13	R 21	R 250	R 222	R 27	R 1,155
Bal	R 181	R 354	R 74	R 65	R 4	R 13	R 279	R 68	R 62	R 1,101
H.C.	R 295	R 330	R 55	R 252	R 61	R 117	R 281	R 300	R 85	R 1,775
Mkam	R 289	R 506	R 123	R 203	R 120	R 35	R 502	R 296	R 26	R 2,100
Nkun	R 192	R 310	R 147	R 184	R 96	R 111	R 384	R 155	R 31	R 1,610
Lusik	R 248	R 571	R 18	R 8	R 11	R 62	R 391	R 174	R 15	R 1,499
Ntafu	R 49	R 351	R 6	R 2	R 1	R 2	R 103	R 93	R 6	R 613
PSJ	R 202	R 340	R 27	R 100	R 39	R 83	R 362	R 18	R 21	R 1,191
Total	R 215	R 374	R 63	R 102	R 54	R 47	R 356	R 154	R 54	R 1,419

## 11. CONCLUSIONS

The findings of the survey of residents living in the ten localities along the proposed new route for the N2 show an almost unanimous (98%) level of support for this development. The primary reasons given for this support are the general perception that the construction of the road will herald the creation of new employment opportunities in this extremely deprived region of South Africa. This hope would need to be addressed by SANRAL in order to make the high expectations more realistic.

A high proportion of residents is also enthusiastic about the prospect of enhanced accessibility between the towns of this region. Other perceived advantages of the new road are the potentially reduced cost of travel and the prospect of having a high quality road in the environment. Conversely, the major disadvantage is perceived to be the potential for dangerous fast moving traffic through these hitherto remote and quiet areas; as well as possible loss of land and existing infrastructure; potential opportunities for corruption amongst those involved in the construction of the road; enhanced accessibility to the area for criminals; and damage to the environment. These reasons do not appear to affect support for the new road, however.

It emerges that existing frequently-used roads between Zangotsho and Bizana; Baleni and Bizana; Mkamela and Flagstaff; Nkunzimbini and Lusikisiki; and Lusikisiki and Flagstaff, are perceived to be in a very poor condition. Details of the lengthy trips along poor roads that are required from many of the towns along this route in order to purchase groceries and other goods are provided in this report.

In the communities surveyed, satisfaction with life circumstances is generally high and social capital is abundant. More than two-thirds of adult residents claim membership of at least one community organisation (usually a church). Nevertheless, the level of deprivation in the area is reflected in an adult unemployment level of 44% (i.e. those who are actively looking for work). Additionally, 71% of residents live in households that receive one or more social grants. The average household income is R2553 for a mean household size of 5.02 people. More than half of the residents have to fetch drinking water from a river or stream; more than a quarter do not have proper toilets and 43% do not yet have access to grid electricity.

Amongst the slightly more than 20% who are working (either employed or self-employed), more than a third have to travel to workplaces out of their home town or village. A similar proportion of learners and students aged 18 years or older travel to schools outside of their towns.

The support for the new road is thus unequivocal and well founded.

## **Appendix 1: Focus Group Discussion Guidelines**

1. Where do you work and how frequently do you return here to your rural home?
2. By what means of transport and which exact route do you usually travel between your place of employment and your rural home?
3. How does the current lack of a good road in this area affect you and your family?
4. In the event of the construction of the new N2 route, how do you think it might affect your life and the life of your family in terms of
  - travelling frequency;
  - traveling route;
  - accessibility to currently inaccessible services and facilities;
  - opportunities for different lifestyles or forms of behaviour.
5. What benefits do you anticipate as a result of the new route?
6. What disadvantages do you foresee as a result of the new route?
7. What factors would you like the SANRA to keep in mind in the event of the construction of the proposed new N2 route?
8. Any additional comments?



## Appendix 2: Residents' Questionnaire

Village or Town name		Questionnaire Number	
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### SURVEY OF RESIDENTS IN VILLAGES AND TOWNS SITUATED BETWEEN PORT ST JOHNS AND PORT EDWARD: FEBRUARY 2011

Dear Resident

We are conducting a survey of residents who live between Port St Johns and Port Edward. The reason is to find out about your household and your travelling habits. We would also like to know what you and your community would think about the construction of a national road close to your home. The survey is being done by the Human Sciences Research Council (HSRC) on behalf of the South African National Roads Agency Limited (SANRAL).

Best wishes,

Dr Stephen Rule (Cell number 0834529030)

Research Manager

#### CONSENT

I hereby agree to participate in research regarding the possibility of a new highway in the Eastern Cape. I understand that I am participating freely and without being forced in any way to do so. I also understand that I can stop this interview at any point should I not want to continue and that this decision will not in any way affect me negatively.

I understand that this is a research project whose purpose is not necessarily to benefit me personally.

I understand that if at all possible, feedback will be given to my community on the results of the completed research.

.....  
**Signature of participant**

**Date:**.....

Physical address of respondent , including description of location if there is no formal address

\_\_\_\_\_

\_\_\_\_\_

Name of respondent

Contact telephone number of respondent

Date of interview

Time of interview

Interviewer name & cell number

Remarks

## SELECTION OF RESPONDENT IN A HOUSEHOLD

First names of all residents of the household who are aged 18 years or older	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
	9	
	10	
	11	
	12	
	13	
	14	
	15	

Last two digits of questionnaire number				NUMBER OF PERSONS FROM WHICH RESPONDENT MUST BE DRAWN														
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	26	51	76	1	1	1	3	2	4	1	3	5	8	6	5	12	10	1
2	27	52	77	1	2	3	4	3	1	2	2	3	4	8	3	7	2	5
3	28	53	78	1	1	2	1	4	2	7	6	9	3	5	11	2	1	3
4	29	54	79	1	2	3	2	1	3	5	8	6	2	4	2	4	8	11
5	30	55	80	1	1	1	4	5	6	3	5	7	5	9	8	14	3	2
6	31	56	81	1	2	2	2	3	5	8	7	8	7	1	4	9	14	8
7	32	57	82	1	2	1	1	4	1	4	1	4	6	3	6	5	7	13
8	33	58	83	1	1	2	3	2	5	1	4	2	1	7	10	6	5	4
9	34	59	84	1	1	3	2	5	6	2	2	1	9	10	1	10	4	6
10	35	60	85	1	2	2	4	1	3	3	6	9	10	11	12	3	9	15
11	36	61	86	1	1	1	3	1	4	5	3	1	6	2	9	13	11	14
12	37	62	87	1	2	3	1	3	2	7	5	6	5	7	7	8	6	10
13	38	63	88	1	1	2	1	5	3	6	4	3	4	6	2	11	13	12
14	39	64	89	1	2	3	2	4	1	4	7	8	2	5	6	11	12	9
15	40	65	90	1	2	1	4	2	4	3	8	7	7	11	1	3	5	7
16	41	66	91	1	1	3	3	1	6	5	1	5	9	10	3	2	11	13
17	42	67	92	1	1	2	2	3	4	2	6	2	3	2	12	5	2	10
18	43	68	93	1	2	1	4	2	6	4	1	4	8	9	10	7	9	3
19	44	69	94	1	2	2	1	3	5	2	8	9	10	4	9	8	13	1
20	45	70	95	1	1	3	2	5	4	1	3	8	1	3	8	6	6	9
21	46	71	96	1	1	1	2	5	1	7	2	3	2	1	11	4	7	5
22	47	72	97	1	2	1	3	1	3	2	6	2	1	8	7	1	4	2
23	48	73	98	1	2	3	4	2	2	6	7	7	8	3	4	9	3	6
24	49	74	99	1	1	2	1	4	6	3	5	5	3	1	5	13	1	14

25	50	75	00	1	1	2	3	3	2	4	6	4	7	5	3	12	12	12
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1. Name of the town or village:			
PORT EDWARD	1	MKAMELA	6
ZANGOTSHO	2	NKUNZIMBINI	7
MSIKABA	3	LUSIKISIKI	8
BALENI	4	NTAFUFU	9
HOLY CROSS	5	PORT ST JOHNS	10

### SECTION A: TRAVELLING HABITS

2. Does your household usually buy groceries here in this town/village?	Yes	1	No	2
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3. When you travel out of this village/town, what is your most frequent destination?		
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4. What is the one main reason for your travelling to that place? (previous question)							
Commuting to or from work or school	Trans-orting goods	Business	Transporting passengers	Visiting Friends or Family	Holiday	Shopping	Other, specify:
1	2	3	4	5	6	7	

How many minutes does it take to reach the above frequent destination?						
How many legs are there in each part of the trip and how much does it cost for each part of the trip?						
	Walking	Waiting	Taxi/s	Bus/es	Car/s	Other
Minutes	5.	6.	7.	8.	9.	10.
Number of times/ legs		11.	12.	13.	14.	15.
Cost			16.	17.	18.	19.

20. What is the main condition of the road from here in your town/village to the above place that you visit most often?	Excellent	Good	Fair	Poor	Extremely Poor
	1	2	3	4	5

About how many times per year do you personally visit the following towns?		What is the usual purpose of your visit to this town?								How many minutes does it usually take to reach this town from your home?
		Commuting to or from work or school	Trans-orting goods	Business	Trans-orting passengers	Visiting Friends or Family	Holi-day	Shop-ping		
East London	21.	33.	1	2	3	4	5	6	7	45.
Mthatha	22.	34.	1	2	3	4	5	6	7	46.
Port St Johns	23.	35.	1	2	3	4	5	6	7	47.
Lusikisiki	24.	36.	1	2	3	4	5	6	7	48.
Flagstaff	25.	37.	1	2	3	4	5	6	7	49.
Holy Cross	26.	38.	1	2	3	4	5	6	7	50.
Bizana	27.	39.	1	2	3	4	5	6	7	51.
Port Edward	28.	40.	1	2	3	4	5	6	7	52.
Port Shepstone	29.	41.	1	2	3	4	5	6	7	53.

Durban	30.		42.	1	2	3	4	5	6	7	54.	
Pietermaritzburg	31.		43.	1	2	3	4	5	6	7	55.	
Johannesburg	32.		44.	1	2	3	4	5	6	7	56.	

Which means of transport do you normally use when travelling away from this town/village (specify all)?						
57. Walk	58. Taxi	59. Bus	60. Car	61. Train	62. Other, specify	63. Other, specify
1	2	3	4	5	6	7

64. Does somebody in your household own a vehicle?	Yes	1	No	2
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65. If yes, does your household have access to this vehicle every day?	Yes	1	No	2
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## SECTION B: NEW ROAD

66. Would you like to see a new national road built between Lusikisiki and Port Edward?	Yes	1	No	2
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67. Please explain your answer to the previous question.	
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68. If this new national road were to be built, do you think job opportunities in other towns would become more accessible to the people of this village/town?	Yes	1	No	2
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69. If this new national road were to be built, do you think more people from other places would come and live here?	Yes	1	No	2
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70. If this new national road were to be built, do you think the children of your household would attend school in another town or village?	Yes	1	No	2
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If this new national road were to be built, would it become easier for you to reach the following?				
71. Clinic	Yes	1	No	2
72. Mobile clinic	Yes	1	No	2
73. Hospital	Yes	1	No	2
74. Social grants collection point	Yes	1	No	2
75. Police services	Yes	1	No	2

76. Do you think that new job opportunities would be created in this area during construction of the new road?	Yes	1	No	2
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Do you think that any of the following new opportunities for jobs or businesses would be created in this area after the new road has been completed?				
77. Accommodation for travellers	Yes	1	No	2
78. Tourist attractions	Yes	1	No	2
79. Service stations (fuel, restaurants, vehicle repairs)	Yes	1	No	2

80. Small businesses along the route	Yes	1	No	2
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81. If this new national road were to be built, what would the ONE greatest advantage be to you? <i>Interviewer: DO NOT READ OUT</i>	
Better access to other towns	1
Better quality transport route	2
Reduced cost of travel	3
Creation of job opportunities	4
Other (specify)	

82. If this new national road were to be built, what would the ONE greatest disadvantage be to you? <i>Interviewer: DO NOT READ OUT</i>	
Damage to the environment	1
Dangerous fast-moving traffic	2
Corruption	3
Loss of land or infrastructure	4
Better access for criminals	5
Other (specify)	

### SECTION C: LIFE SATISFACTION

How satisfied are you with.....	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very dissatisfied
83. Your standard of living?	1	2	3	4	5
84. Your health?	1	2	3	4	5
85. What you are achieving in life?	1	2	3	4	5
86. Your personal relationships?	1	2	3	4	5
87. How safe you feel?	1	2	3	4	5
88. Feeling part of your community?	1	2	3	4	5
89. Your future security?	1	2	3	4	5
90. Your spirituality or religion?	1	2	3	4	5

91. Thinking about your life and personal circumstances, how satisfied are you with your life as a whole?				
Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very dissatisfied
1	2	3	4	5

92. Do you think your life satisfaction would improve if the new national road were to be built?	Yes	1	No	2
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### SECTION D: HOUSEHOLD INFORMATION

93. What type of toilet facility is available for this household?	
Flush toilet connected to a public sewage system	1

Flush toilet connected to a septic tank	2
Chemical toilet	3
Pit latrine with ventilation pipe	4
Pit latrine without ventilation pipe	5
Bucket toilet	6
None	7

*Interviewer: Record one main material used for the roof and walls of the dwelling. [PERSONAL OBSERVATION]*

<i>Type of Material</i>	94. Roof	95. Walls
Bricks	1	1
Cement blocks /concrete	2	2
Corrugated iron/zinc	3	3
Wood	4	4
Plastic	5	5
Cardboard	6	6
Mixture of mud and cement	7	7
Wattle and daub	8	8
Tile	9	9
Mud	10	10
Thatching	11	11
Asbestos	12	12

96. What is the most often used source of drinking water by this household?	
Piped tap water in dwelling	1
Piped tap water on site/yard	2
Public/communal tap – less than 200m away	3
Public/communal tap – more than 200m away	4
Neighbour	5
Water carrier/tanker	6
Borehole on site	7
Borehole off site/communal	8
Rainwater tank on site	9
River/ stream/ spring	10
Dam/pool	11
Well	12
Other, specify	13

97. Does this household have a connection to the grid electricity supply?	Yes	1	No	2
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#### SECTION E: RESPONDENT'S BIOGRAPHICAL INFORMATION

98. Gender	Male	1	Female	2
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99. Age	years
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100. Which language do you speak mostly at home?
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Sesotho	Setswana	Sepedi	isiXhosa	isiZulu	Xitsonga	Tshivenda	Afrikaans	English	Other
1	2	3	4	5	6	7	8	9	10

101. What is your religion, if any?										
Methodist	Zionist	Apostolic	Pentecostal	Anglican	Ethiopian	Presbyterian	Catholic	Other Christian	Other religion	No religion
1	2	3	4	5	6	7	8	9	10	11

102. What is the highest level of education you have completed?							
None	Primary	Grade 8-10	Grade 11	Grade 12	Post-matric certificate	College diploma	University
1	2	3	4	5	6	7	8

Do you participate in any of the following groups or activities?		Yes	No
103. Church		1	2
104. Sport		1	2
105. Women's group		1	2
106. Youth group		1	2
107. Stokvel or Burial society		1	2
108. Political party		1	2
109. Other - please specify:		1	2

110. What is your current employment status?	
Unemployed, not looking for work	1
Unemployed, looking for work	2
Pensioner (aged/retired)	3
Temporarily sick	4
Permanently disabled	5
Housewife, not working at all, not looking for work	6
Housewife, looking for work	7
Student/learner	8
Self-employed - full time	9
Self-employed - part time	10
Employed part time (if none of the above)	11
Employed full time	12
Other (specify) .....	13

111. If you are working or studying, where is your place of work or place of study?		
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112. If you are working or studying, how many minutes does it usually take to reach your place of work or place of study?	
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113. How many people live in your household and eat meals here at least four times per week?	
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114. How many people from your household live and work in another area but return home regularly?	
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115. If there are such people from you household, how many times per year do they return?	
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**SECTION E: HOUSEHOLD INCOME AND EXPENDITURE**

116. Do any members of your household receive social grants each month?	Yes	1	No	2
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117. If yes, specify how many of each type of grant is received by your household each month.	Old Age Grant	Child Support Grant	Disability Grant	Other grant

What would you say is the average total income of your household per month? And your personal income?			
		118. Household	119. Personal
	No income	1	1
A	R1 – R500	2	2
B	R501 –R750	3	3
C	R751 – R1 000	4	4
D	R1 001-R1 500	5	5
E	R1 501 – R2 000	6	6
F	R2 001 – R3 000	7	7
G	R3 001 – R5 000	8	8
H	R5 001 – R7 500	9	9
I	R7 501 – R10 000	10	10
J	R10 001 – R15 000	11	11
K	R15 001 – R20 000	12	12
L	R20 001 – R30 000	13	13
M	R30 000 +	14	14
	(Refuse to answer)	97	97
	(Uncertain/Don't know)	98	98

In the last 30 DAYS about how much did your household spend on the following items?		
Expenditure item		Estimated expenditure in RAND during the last 30 days
120.	Food	
121.	Transport	
122.	Fuel for cooking or heating (wood, paraffin, etc.)	
123.	Water & Electricity	
124.	Rent	
125.	Loan repayments	
126.	Cell phone	
127.	Personal items	
128.	Entertainment	
129.	Other	

In the last SIX MONTHS about how much did your household spend on the following items?		
Expenditure item		Estimated expenditure in RAND during last 6 months
130.	Medical expenses, health care	
131.	Clothing, shoes	
132.	Equipment, tools, seeds	



133.	Construction, house repair	
134.	Hiring labour	
135.	Other debt repayment (e.g. mashonisa)	
136.	Education, school fees, uniforms, etc.	
137.	Funerals	
138.	Celebrations, social events	

**THANK YOU FOR YOUR PARTICIPATION IN THIS SURVEY.**