



## Transport Education Training Authority

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*Driven by Vision*

### **Driver Survey Fieldwork Report**

### Investigation into Western Cape Heavy Vehicle Goods Drivers' Skills

29 May 2023



**Western Cape  
Government**

**FOR YOU**

Transport and  
Public Works

**Prepared by the Smart Mobility & Transport Safety Lab Research Team**

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**REVISION AND ISSUE CONTROL SHEET**

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## **1. Introduction**

The purpose of the driver survey was to conduct a research study to investigate heavy vehicle good drivers' skills in the Western Cape. This included looking into the current skills and competency levels of heavy vehicle drivers, their behavior on the road and what prompts them to behave in certain manners. In turn, the by-product of the surveys would be to reduce the number of freight-related, heavy vehicle crashes in the Western Cape by confirming that training programs are in correlation with the needs of the drivers as part of the strategic objective 5A. Education, training, and skills development is deemed an essential component to reducing the number of fatalities caused by heavy freight vehicles.

## **2. Survey Execution**

A couple of the truck stops in the Western Cape were contacted by the CSIR Team to request permission to access and survey the heavy vehicle drivers who stopped in their premises. From those truck stops that were contacted ten truck stops gave permission for the surveys to be conducted in their facilities and three truck stops rejected. The truck stops that accepted and signed permission letters are as follows, Engen Winelands 1 Stop North and South (Cape Town), Caltex Fourways Motor, and Inkamva Mosselbaai (George), Atlantic Oil Truck Stop, Quest Fuel Truck Stop, Engen Truck Stop (Beaufort West), Shell City and Oppikopi Truck Stop (Leuu Gamka) and Prince Albert Weg Service Station. The were truck stops that denied us access, Puma truck stop (Cape Town), Sasol George Highway N2 (George), and Caltex Prima Truck Stop (Beaufort West). These selections were made to avoid biased answers and reasoning, the surveys were conducted across the Western Cape.

The surveys were in-person questionnaires conducted by a team of six surveyors three males and three females. This was done for safety purposes, such that when the team would have to separate to conduct surveys at different truck stops, the females would not have to go on their own. The survey tool used worked well and no problems were encountered.

## **3. Sample sizes**

Out of a sample size of 474, only 357 drivers were surveyed. And 266 (75%) heavy vehicle drivers gave permission for the survey to be conducted, while 91 refused to partake in the survey.

In Cape Town 115 surveys were conducted successfully, in Beaufort West and Prince Albert 145 surveys were conducted successfully, while in George and Mossel Bay, 6 surveys were conducted successfully.

## **4. Ethics permission letters**

The team contacted the different truck stops in the western cape telephonically, in advance, with the aim of explaining what the project was about and requested permission to conduct surveys in their facilities. Some of the facilities' managers rejected the request, while some provided email addresses to send more information and the permission letters. Communication through email and telephonically was rather slow and not as effective as the team anticipated.

Thus, the team had to go in person to meet some of the facility managers and ask for permission as well as have the permission letters signed before the survey could continue to take place.

## **5. Survey execution**

The first phase of the survey was conducted in Western Cape i.e. Cape Town from the 13<sup>th</sup> of April 2023 to the 16<sup>th</sup> of April 2023. The second phase of the survey was conducted in 5 towns in the Western Cape i.e. Cape Town, George, Mossel Bay, Beaufort West, and Prince Albert from the 15<sup>th</sup> of May to the 18<sup>th</sup> of May 2023. The maps in figures 1 to 6 below show the locations of the rest stops:

## Cape Town

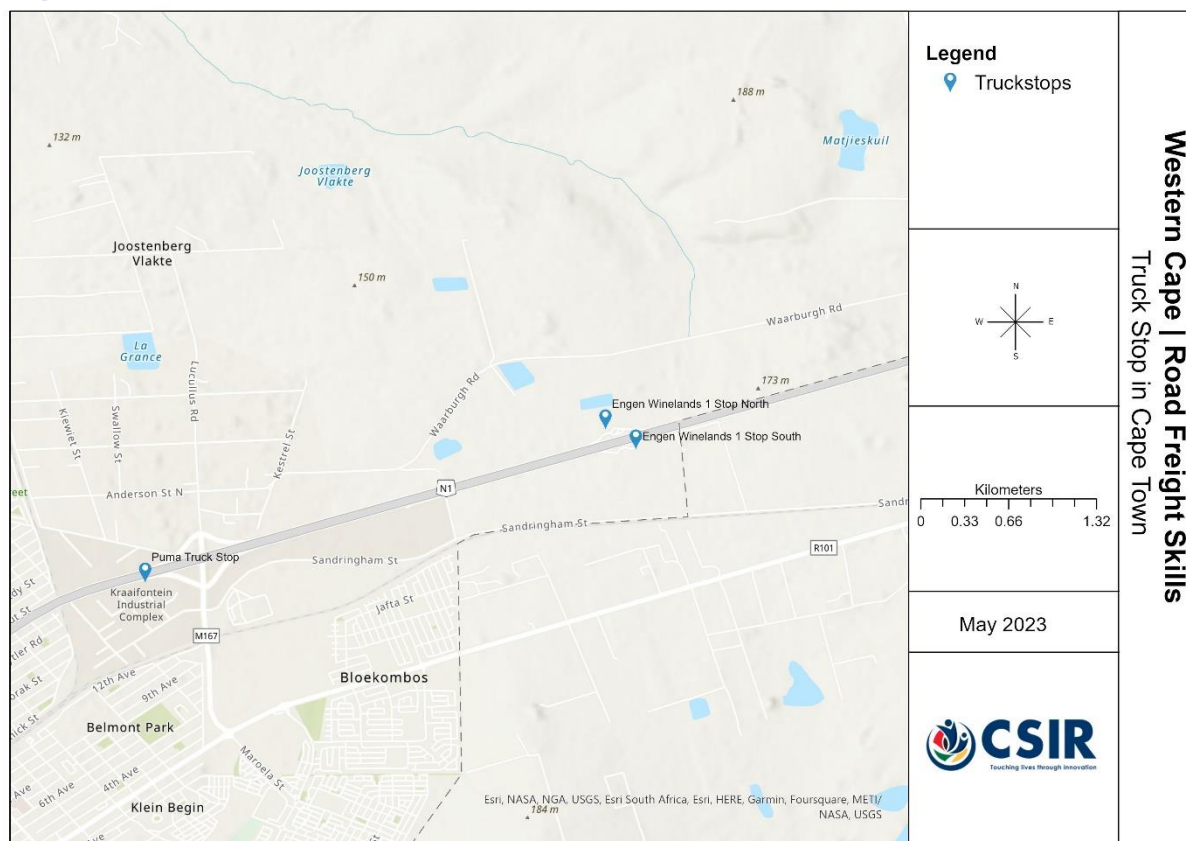


Figure 1. Cape Town rest stops locations

The team flew down to Cape Town on the 13<sup>th</sup> of April 2023 they then went to one of the truck stops (Winelands Engen truck stops) that had agreed on the email that surveys may be conducted within their facilities, they went to get permission letters signed before the survey could be conducted as required by the CSIR Ethics.

A total number of 115 surveys were conducted successfully in the 2 Winelands Engen truck stops. There were 159 drivers who were approached and out of the approached 44 heavy vehicle drivers refused to partake in the survey.

The surveys in Cape Town were completed by the 17<sup>th</sup> of April 2023.

## George and Mossel Bay

The team drove down to George on the 17<sup>th</sup> of April 2023. No surveys were conducted in the duration (17-21 April 2023) that the team was in George, this was due to CSIR ethics clearance issues. However, the team used this time to acquire permission from the potential different truck stops at which the surveys would be conducted. The team managed to acquire 2 permission letters from three truck stops (Caltex Fourway Moto and Caltex Ikwamva Diesel Depot Mossel Bay). The team went back to George on the 15<sup>th</sup> of May 2023 to continue with the surveys after the ethics processes matter had been resolved.

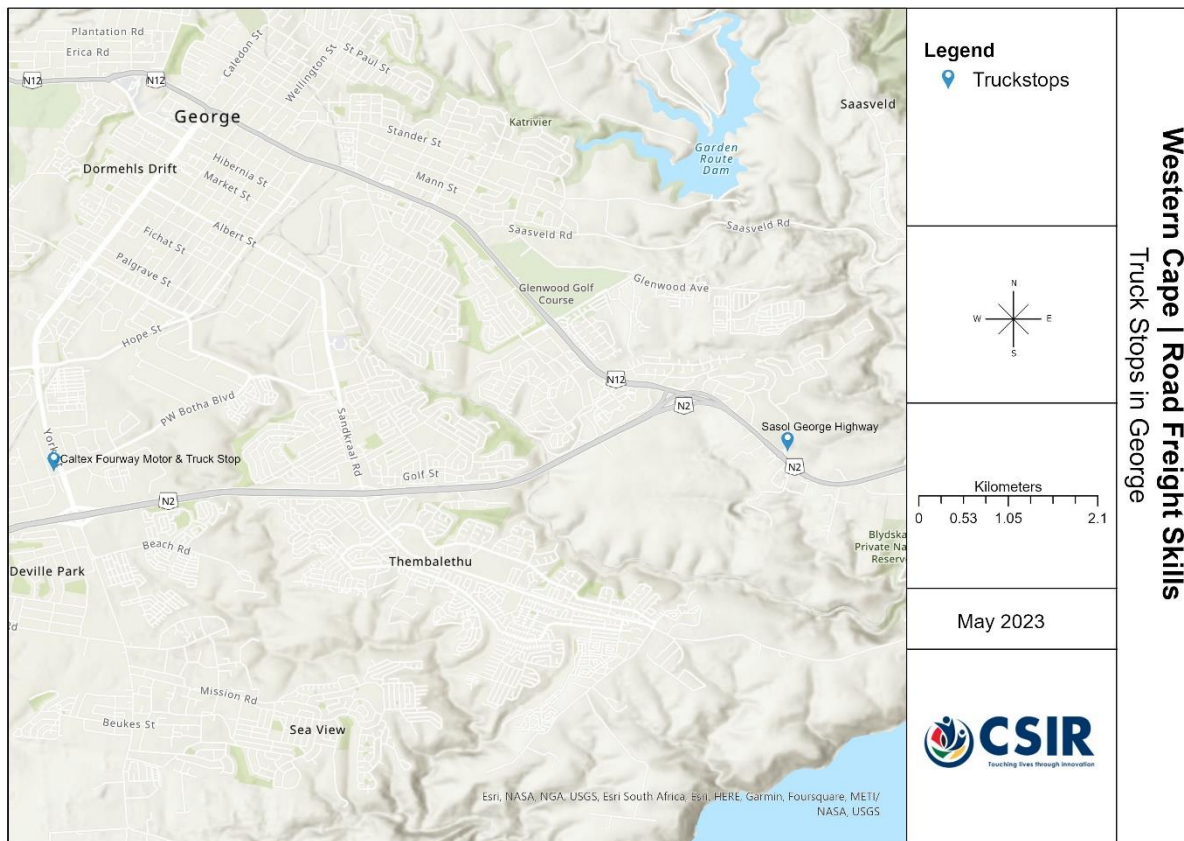


Figure 2. George rest stops locations

At Caltex Fourways no surveys were done as there was no traffic of heavy vehicles stopping at the truck stop, the only trucks that were passing at the truck stop were going to the nearby factories to load or to offload.

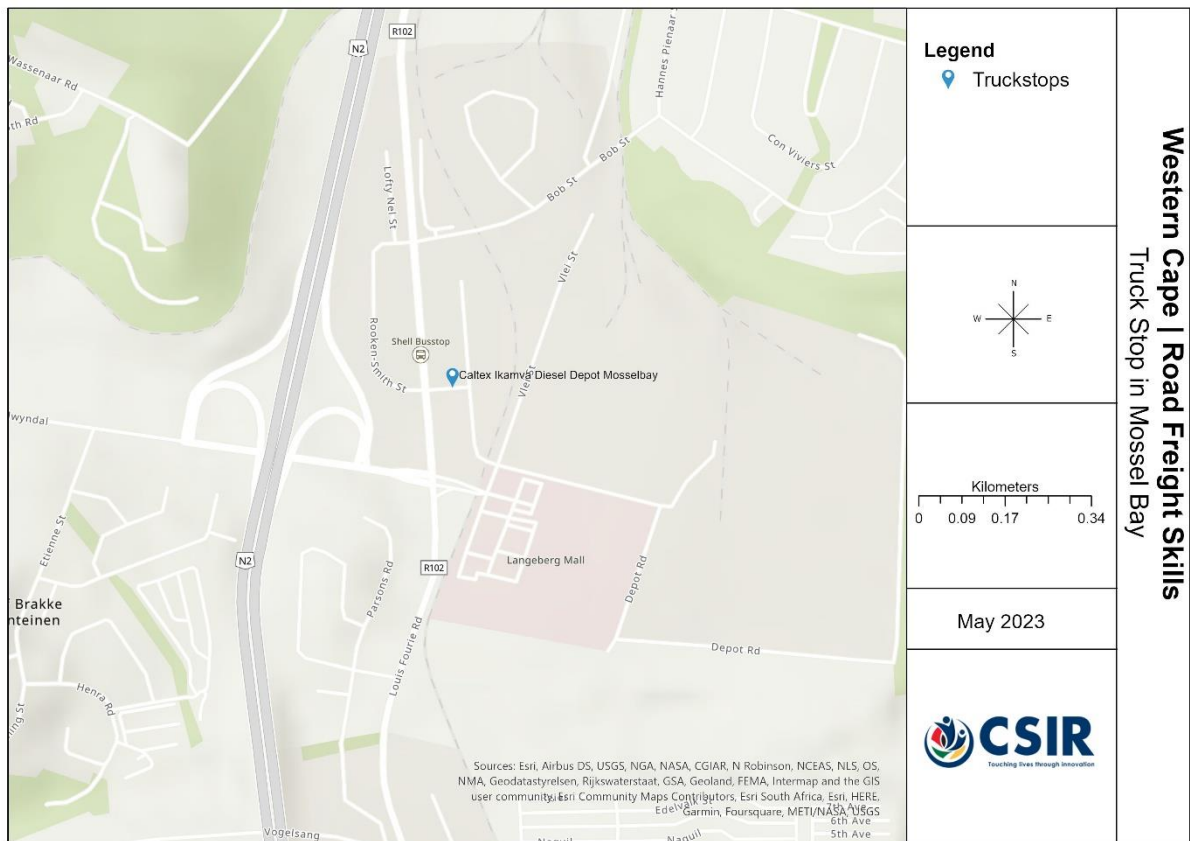


Figure 3. Mossel Bay rest stops

Only 6 surveys were conducted at Mossel Bay, as there was not much heavy vehicle activity taking place in the truck stops in Mossel Bay.

On the 17<sup>th</sup> of May 2023, the team drove to Prince Albert and Beaufort West to see if there was traction and to get permission from the different truck stops. The team managed to get approval and permission letters signed for 6 truck stops and 1 truck stop denied access.

The surveys in George took place until the 18<sup>th</sup> of May 2023 when the team drove to Beaufort West.



## Beaufort West



Figure 4. Beaufort West rest stops locations

The team arrived at Beaufort West on the 18<sup>th</sup> of May 2023. The team started working on the night of arrival and separated into 2 teams so that they could cover more drivers at these truck stops. There was a lot of traffic for heavy vehicles at these truck stops which pushed the team to work during the day and even at night.

## Leuu Gamka

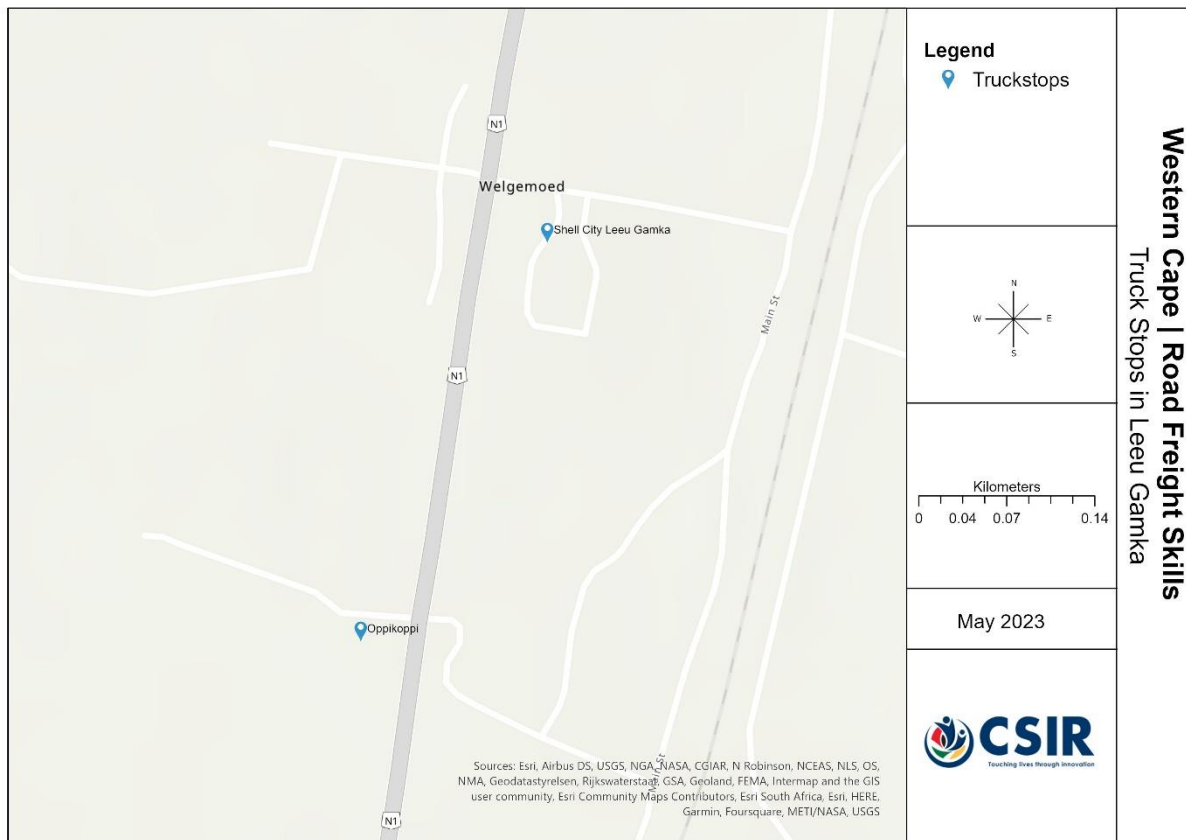


Figure 5. Leuu Gamka rest stops locations

Surveys were conducted as well at two truck stops in Leuu Gamka which are Shell City and Oppikopi Truck Stop along the N1. There was more traffic of heavy vehicles at Oppikopi compared to Shell City as many truck drivers would stop at Oppikopi to buy food there, which gave the team an opportunity to interview them quickly as they were not stopping for a long time.

## Prince Albert

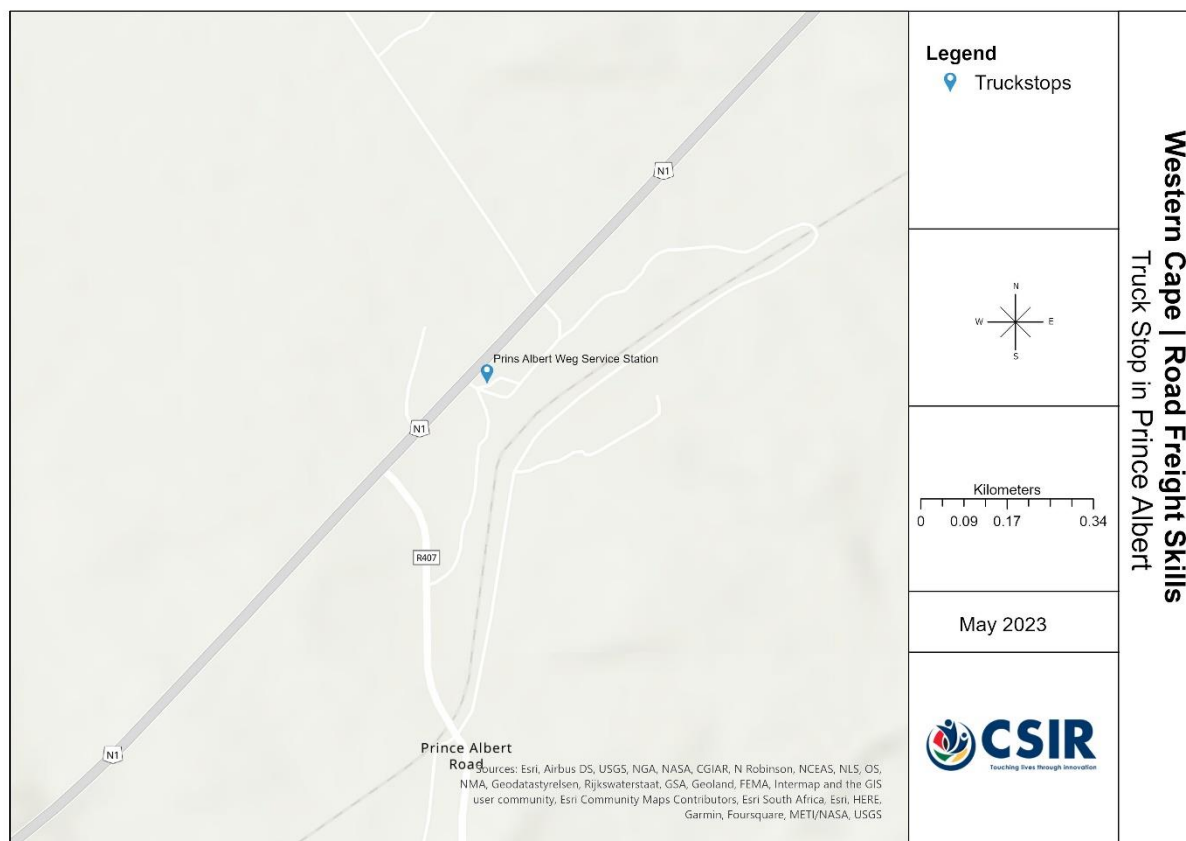


Figure 6. Prince Albert rest stops locations

At Prince Albert Weg Truck Stop there were a few trucks stopping during the day. However, the team was able to conduct interviews as two enumerators were stationed at this truck stop.

## 6. Challenges

Some of the challenges encountered were as follows:

- Not getting permission from some truck stops.
- Relying on petrol attendants to convince some drivers to engage enumerators.
- Some drivers were rude.
- Drivers unable to engage in surveys due to leaving the rest stop in a hurry.
- Drivers flirting with the female enumerators.
- Insufficient budget for preliminary survey of the hot spots.
- Language barrier

## 7. Recommendations

- Site visits are important prior to the start of conducting surveys.
- Majority of the stakeholder prefer to be engaged physically than via emails.
- Safety for enumerators should always be a priority, working in pairs ensures better safety.

- A team with enumerators who can speak more than one language helps in a case where the participant can only hear and understand a certain language over the standard language used.