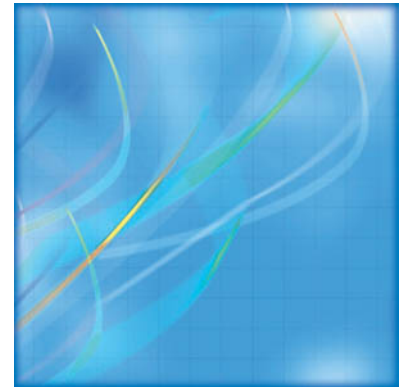


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Commuting Patterns and Places of Work of Canadians, 2006 Census



Census year 2006



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Commuting Patterns and Places of Work of Canadians, 2006 Census

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Highlights

National, provincial and territorial portraits

- The median distance travelled by Canadian workers to get to work has increased by 8.6% over the past 10 years, rising from 7.0 kilometres in 1996 to 7.2 kilometres in 2001 and 7.6 kilometres in 2006.
- Despite the fact that 1,263,400 more workers had to travel to work, the proportion of those driving their cars fell slightly, from 73.8% in 2001 to 72.3% in 2006.
- The proportion of Canadian commuters using public transit to get to work continued to rise, from 10.1% in 1996 to 10.5% in 2001 and 11.0% in 2006. The proportion of workers commuting as passengers rose from 6.9% in 2001 to 7.7% in 2006.
- In 2006, 6.4% of workers walked to work, down from 1996 (7.0%) and 2001 (6.6%).
- The proportion of people whose usual place of work was their home has fallen over the past 10 years, from 8.2% in 1996 to 8.0% in 2001 and 7.7% in 2006. This decrease was largely attributable to the drop in the number of workers employed in agriculture.
- There has been an increase in the number of workers with no fixed workplace address over the past five years (10.3% in 2006, compared to 8.7% in 2001). This increase occurred at the same time that employment rose sharply in the construction sector (+24.7% between 2001 and 2006), an industry in which many workers have no fixed workplace address.

Portraits of census metropolitan areas and their municipalities

- In the Toronto, Montréal and Vancouver census metropolitan areas, the number of workers rose faster in the peripheral municipalities than in the central municipality (based on their place of work). For example, in Toronto, the increase was 12.9% in the peripheral municipalities as a whole, compared to only 0.7% in the central municipality (the City of Toronto).
- Among the 25 municipalities with the most workers in Canada, the three with the largest increase in the number of workers were Vaughan (+22.2%), Surrey (+17.0%) and Laval (+15.8%). All three were peripheral municipalities to their respective census metropolitan area (Toronto, Vancouver and Montréal).
- Despite the growth of the peripheral municipalities, the clusters of workplaces in the city centres continued to dominate in several census metropolitan areas. For example, in five of the six largest census metropolitan areas in Canada, the census tract with the largest number of workers was right in the heart of the city centre.
- Of the 25 municipalities with the most workers in 2006, Montréal was the one with the biggest net increase in workers (the number of people working there was almost 270,000 higher than the number of workers living there).

- Between 2001 and 2006, the median commute distance for Toronto (9.4 kilometres) and Montréal (8.1 kilometres) residents increased slightly (+0.2 and +0.1 kilometres, respectively). In contrast, the median distance fell for Vancouver residents, from 7.6 kilometres in 2001 to 7.4 kilometres in 2006.
- In 2006, workers living in the census metropolitan areas of Barrie (35.3%), Oshawa (32.6%) and Abbotsford (24.4%) were the most likely to commute 25 kilometres or more to work.
- Residents of Oshawa had the highest median commute distance (11 kilometres). They were followed by those of Toronto (9.4 kilometres), Barrie (9 kilometres), Hamilton (8.3 kilometres), Calgary (8.2 kilometres), Montréal (8.1 kilometres) and Ottawa - Gatineau (8.1 kilometres).
- In 2006, the three census metropolitan areas with the highest public transit use were Toronto (22.2%), Montréal (21.4%) and Ottawa - Gatineau (19.4%).
- Between 1996 and 2006, the proportion of workers using public transit rose in the census metropolitan areas of Calgary (+3.1 percentage points), Oshawa (+2.3), Ottawa - Gatineau (+2.2) and Vancouver (+2.2).
- In several census metropolitan areas, most of the increase in the use of sustainable transportation, i.e., public transit, walking or biking, was among workers under 35 years of age, with usage generally rising very little among those aged 35 and over.
- Public transit was more frequently used in Canada's large metropolitan areas than in U.S. metropolitan areas, such as Boston or San Francisco (but less than in the New York area).
- In 2006, more than 40% of workers whose usual place of work was in the municipalities of Toronto, Montréal and Vancouver, used a sustainable mode of transportation to get to work. These proportions were much lower in the peripheral municipalities of the census metropolitan areas (where a sharp growth in employment attracted more and more commuters).

National, provincial and territorial portraits

This report presents information on the employed labour force, i.e., the 16 million Canadians aged 15 and over who had a job in the week prior to the 2006 Census. It examines the different places of work and the modes of transportation most frequently used by workers who had to commute.

In 2006, a large majority of workers (13,069,900 or 81.6%) commuted to their usual place of work. For a smaller group of workers (76,500 or 0.5%), their usual place of work was outside the country. Another 10.3% of workers also had to travel to work (1,644,400), but did not have a fixed workplace address, and their destination changed throughout the day or from day to day. Finally, 7.7% of Canadian workers had their usual place of work at home (1,230,400).

Table 1 Proportion of workers by place of work, Canada, provinces and territories, 1996, 2001 and 2006

Regions	Place of work											
	Working at home ¹			No fixed workplace address			Outside Canada			Usual place of work		
	1996	2001	2006	1996	2001	2006	1996	2001	2006	1996	2001	2006
	percentage											
Canada	8.2	8.0	7.7	7.6	8.7	10.3	0.4	0.5	0.5	83.9	82.9	81.6
Newfoundland and Labrador	6.6	6.1	5.6	7.7	8.4	11.1	0.2	0.3	0.4	85.5	85.2	82.9
Prince Edward Island	8.6	8.9	7.9	8.7	9.5	11.0	0.1	0.3	0.3	82.6	81.3	80.8
Nova Scotia	6.7	6.7	6.4	9.3	10.1	11.3	0.3	0.6	0.4	83.7	82.6	81.9
New Brunswick	6.1	6.2	5.9	8.8	9.2	10.5	0.3	0.5	0.4	84.8	84.1	83.2
Quebec	6.5	6.5	6.7	5.6	6.6	8.0	0.2	0.3	0.3	87.6	86.6	85.0
Ontario	7.1	7.1	7.1	6.9	8.2	9.7	0.5	0.6	0.6	85.5	84.1	82.6
Manitoba	10.8	9.9	9.1	7.2	7.9	8.9	0.2	0.3	0.3	81.8	82.0	81.8
Saskatchewan	19.2	18.0	14.1	7.4	8.4	9.9	0.2	0.2	0.2	73.3	73.4	75.8
Alberta	11.1	10.3	8.9	9.9	11.8	13.7	0.3	0.4	0.4	78.7	77.5	77.0
British Columbia	8.8	9.1	9.0	10.8	11.2	13.1	0.5	0.6	0.7	79.9	79.1	77.2
Yukon Territory	6.8	6.7	6.5	9.3	10.1	11.8	0.2	0.2	0.3	83.7	82.9	81.5
Northwest Territories	5.3	4.2	3.8	6.9	7.7	8.5	0.1	0.1	0.0	87.7	88.1	87.6
Nunavut	...	4.9	3.4	...	9.1	7.4	...	0.0	0.1	...	86.0	89.2

... not applicable

Note:

1. Work at home can be measured in different ways. Other Statistics Canada surveys also collect data on people working at home. However, the data from these surveys are not directly comparable to those from the census because in the surveys, respondents must indicate whether they do some or all of their paid work at home, whereas in the census, they have to indicate where they usually work most of the time.

Sources: Statistics Canada, censuses of population, 1996 to 2006.

Commuting patterns

Commuting distances continue to rise

In 2006, Canadian workers travelled a median distance of 7.6 kilometres, up from 7.2 kilometres in 2001 and 7.0 kilometres in 1996.¹

Table 2 Median commuting distance of workers (in kilometres), Canada, provinces and territories, 1996, 2001 and 2006

Regions	Median commuting distance		
	1996	2001	2006
	kilometres		
Canada	7.0	7.2	7.6
Newfoundland and Labrador	4.5	4.9	6.1
Prince Edward Island	5.6	5.5	6.1
Nova Scotia	8.3	7.8	8.4
New Brunswick	8.1	6.5	6.8
Quebec	6.9	7.3	7.8
Ontario	7.7	8.2	8.7
Manitoba	6.0	6.0	6.2
Saskatchewan	4.0	4.2	4.5
Alberta	6.9	7.1	7.6
British Columbia	6.4	6.4	6.5
Yukon Territory	3.8	4.5	3.9
Northwest Territories	1.1	3.1	2.9
Nunavut	...	1.9	2.1

... not applicable

Sources: Statistics Canada, censuses of population, 1996 to 2006.

Among the 10 provinces and three territories, workers who travelled the longest distances to get to work were the ones who lived in Ontario (8.7 km), Nova Scotia (8.4 km) and Quebec (7.8 km). In contrast, workers in Nunavut (2.1 km), the Northwest Territories (2.9 km) and the Yukon Territory (3.9 km) travelled the shortest distances.

The proportion of drivers is decreasing

As might be expected, given the large increase in employment in Canada between 2001 and 2006, the number of people having to commute to work (usual place of work or no fixed workplace address) has risen considerably over the past five years (+9.4%, from 13,450,900 in 2001 to 14,714,300 in 2006). While the car is still the most frequently used mode of transportation for getting to work, there was a decrease in the proportion of drivers in the past five years, from 73.8% of workers in 2001 to 72.3% in 2006.

1. Census respondents are not asked directly what distance they travel to work. This distance is estimated from the straight line between their home and workplace. In most cases, this underestimates the distance travelled to work because workers seldom have a route that minimizes the distance they travel (such as a straight line) between their home and workplace.

In 2006, more than 10 million Canadian workers drove their car to work, i.e., 714,900 more drivers than five years before. However, this increase was smaller than the one million additional drivers counted between 1996 and 2001.

This relatively smaller increase means that, in the most recent intercensal period, the proportion of workers driving to work decreased.

Table 3a Proportion of workers using a car to get to work and age groups, Canada, provinces and territories, 1996, 2001 and 2006

Regions and age groups	Car - As drivers			Car - As passengers			Total - Car users		
	1996	2001	2006	1996	2001	2006	1996	2001	2006
	percentage								
Canada	73.3	73.8	72.3	7.4	6.9	7.7	80.7	80.7	80.0
Newfoundland and Labrador	74.8	76.4	73.7	11.1	10.5	12.6	85.9	86.9	86.3
Prince Edward Island	79.8	81.9	79.6	10.5	9.6	11.1	90.3	91.5	90.7
Nova Scotia	74.3	75.2	72.8	10.2	9.6	10.8	84.5	84.8	83.6
New Brunswick	78.7	79.6	77.9	10.4	9.9	11.2	89.1	89.5	89.1
Quebec	73.1	72.9	72.7	6.0	5.3	5.5	79.1	78.2	78.2
Ontario	72.3	72.6	71.0	7.6	7.1	8.3	79.9	79.7	79.2
Manitoba	70.3	72.4	72.3	8.9	8.1	8.7	79.2	80.4	81.0
Saskatchewan	77.6	79.7	79.3	7.1	6.7	7.3	84.8	86.3	86.5
Alberta	76.0	76.2	74.3	7.4	6.9	7.9	83.3	83.2	82.2
British Columbia	73.6	75.0	71.6	7.3	7.1	7.7	80.9	82.1	79.3
Yukon Territory	68.1	71.1	72.2	9.4	7.4	7.4	77.5	78.5	79.6
Northwest Territories	39.5	51.6	53.2	9.3	10.4	10.1	48.8	61.9	63.2
Nunavut	...	19.6	25.1	...	10.3	11.9	...	30.0	37.0
15 to 24 years	55.1	53.7	50.1	15.5	15.9	18.6	70.6	69.6	68.7
25 to 34 years	73.5	73.5	70.6	6.8	6.0	6.9	80.3	79.5	77.5
35 to 44 years	78.3	79.3	78.3	5.6	4.8	5.2	83.9	84.0	83.4
45 to 54 years	78.7	79.3	78.7	5.4	4.9	5.3	84.1	84.2	84.1
55 to 64 years	76.2	78.6	78.3	5.6	4.8	5.3	81.8	83.4	83.6
65 years and over	72.6	75.5	76.6	5.6	4.8	5.0	78.2	80.3	81.6

... not applicable

Sources: Statistics Canada, censuses of population, 1996 to 2006.

Increase in proportion of workers using public transit or getting to work as a passenger in a car

In 2006, 11% of Canadian workers used public transit to get to work, compared to 10.5% in 2001 and 10.1% in 1996. Compared to 2001, this corresponded to a 216,100 increase in ridership for the public transit authorities across the country.

Table 3b Proportion of workers using public transit to get to work and age groups, Canada, provinces and territories, 1996, 2001 and 2006

Regions and age groups	Public transit		
	1996	2001	2006
	percentage		
Canada	10.1	10.5	11.0
Newfoundland and Labrador	1.7	1.7	1.9
Prince Edward Island	0.3	0.2	0.5
Nova Scotia	5.1	4.8	5.9
New Brunswick	1.8	1.8	2.0
Quebec	11.8	12.8	12.8
Ontario	12.2	12.7	12.9
Manitoba	9.8	9.1	8.9
Saskatchewan	2.8	2.4	2.2
Alberta	7.7	7.9	9.2
British Columbia	8.8	7.5	10.3
Yukon Territory	2.7	3.0	2.6
Northwest Territories	1.3	0.9	0.7
Nunavut	...	0.5	0.2
15 to 24 years	14.2	15.8	16.6
25 to 34 years	11.0	11.9	13.5
35 to 44 years	8.8	8.8	9.5
45 to 54 years	8.4	8.5	8.6
55 to 64 years	9.1	8.3	8.4
65 years and over	8.9	7.7	7.2

... not applicable

Sources: Statistics Canada, censuses of population, 1996 to 2006.

People getting to work as a passenger in a car represented 7.7% of commuters in 2006, compared to 6.9% in 2001. This is a significant increase of 22.6%, or 209,200 people. In contrast, the increase in the number of people getting to work as a passenger was only 24,600, or 2.7%, between 1996 and 2001. New carpool lanes in several urban areas across Canada and the increase in the price of gas, along with more environmental awareness, are among the factors that could account for this increase in the number of passengers.

A lower proportion of Canadians are walking, and a slightly higher proportion are cycling

In May 2006, 939,300 workers were walking to work. They represented 6.4% of workers in 2006, down slightly from 6.6% in 2001.

Despite a slight increase in the use of bicycles to get to work, the proportion of cyclists was small. Only 1.3% of workers bicycled in 2006, compared to 1.2% in 2001 and 1.1% in 1996. However, bicycling appears to have gained popularity among commuters aged 45 to 54. About 1.0% of commuters in this age group bicycled to work in 2006, double the proportion of 0.5% in 1996.

Table 3c Proportion of workers walking, cycling or using another mode of transportation to get to work and age groups, Canada, provinces and territories, 1996, 2001 and 2006

Regions and age groups	Walking			Cycling			Other mode of transportation ¹		
	1996	2001	2006	1996	2001	2006	1996	2001	2006
	percentage								
Canada	7.0	6.6	6.4	1.1	1.2	1.3	1.0	1.1	1.2
Newfoundland and Labrador	9.2	8.3	7.7	0.3	0.1	0.3	3.0	2.9	3.8
Prince Edward Island	7.4	6.4	6.6	0.5	0.4	0.7	1.5	1.5	1.4
Nova Scotia	8.3	8.3	8.2	0.7	0.6	0.7	1.4	1.5	1.6
New Brunswick	7.2	6.7	6.6	0.5	0.5	0.7	1.4	1.6	1.7
Quebec	7.4	6.9	6.6	1.0	1.2	1.4	0.7	0.8	0.9
Ontario	6.1	5.6	5.6	1.0	1.0	1.2	0.8	0.9	1.0
Manitoba	8.5	8.0	7.4	1.4	1.4	1.6	1.1	1.1	1.2
Saskatchewan	9.7	8.3	8.1	1.4	1.6	1.5	1.4	1.4	1.7
Alberta	6.5	6.2	5.9	1.1	1.2	1.1	1.4	1.5	1.5
British Columbia	6.9	7.1	6.9	1.9	2.0	2.0	1.4	1.3	1.5
Yukon Territory	15.4	14.8	13.2	2.1	2.0	2.6	2.3	1.7	2.0
Northwest Territories	41.5	28.4	26.3	1.1	1.7	2.0	7.3	7.2	7.6
Nunavut	...	52.2	49.5	...	0.1	0.1	...	17.2	13.2
15 to 24 years	11.5	11.0	11.0	2.5	2.2	2.3	1.3	1.4	1.4
25 to 34 years	6.4	6.1	6.4	1.4	1.5	1.6	1.0	1.0	1.2
35 to 44 years	5.5	5.1	4.8	0.9	1.1	1.2	0.9	1.0	1.1
45 to 54 years	6.1	5.6	5.2	0.5	0.8	1.0	1.0	1.0	1.1
55 to 64 years	7.5	6.5	5.9	0.4	0.5	0.7	1.3	1.3	1.4
65 years and over	10.2	9.2	8.0	0.3	0.5	0.5	2.4	2.4	2.5

... not applicable

Note:

1. Corresponds to the remaining modes of transportation, such as motorcycle, taxi or 'other modes', such as inline skating, snowmobile, etc.

Sources: Statistics Canada, censuses of population, 1996 to 2006.

Younger workers were still most likely to cycle to work. In 2006, 3.3% of men between 15 and 24 years of age, and 1.3% of women in this age group rode their bicycle to work.

Place of work status

Fewer people working at home

In the last 10 years, the proportion of people working at home has fallen: 8.2% in 1996, 8.0% in 2001 and 7.7% in 2006.

The decrease in the number of people working at home is largely attributable to the drop in the number of workers in the farming sector (-5.7% between 2001 and 2006). The agriculture industry has the highest proportion of people working at home (49.1% of workers in 2006).

The magnitude of the decline in the number of people working at home varied substantially from region to region, reflecting the relative size of the farming sector in different regional economies. While the proportion of people working at home did not change much in Quebec and Ontario, it fell considerably in each of the Prairie provinces.

This was particularly true in Saskatchewan, where 69,700 people, or 14.1% of workers, reported that their home was their usual place of work in 2006. This compares to 89,600 people, or 19.2% of workers, 10 years earlier.

Falling employment in agriculture is reflected in a declining number of farmers, farm managers and general farm workers working at home

In 2006, as in 2001, the largest number of people working at home were employed as farmers and farm managers. Nonetheless, the number of people in this occupation working at home fell, from 198,700 workers in 2001 to 154,900 in 2006 (a decrease of 22%). In Saskatchewan, this fall was even greater, with a 28% drop in the number of farmers and farm managers over the past five years.

The number of general farm workers also decreased, from 57,300 in 2001 to 46,000 in 2006.

The data from the 2006 Census of Agriculture showed that the number of farms and farmers had continued to fall over the past five-year period (in every province, but faster in Newfoundland and Labrador and in Saskatchewan). Despite this decline, the Census of Agriculture also indicated that the average size of farms, in terms of surface area, had increased, and that the number of 'millionaire' farms, i.e., those with a gross farm income of \$1 million or more, had grown.²

Table 4 Number and proportion of the five main occupations of home workers, Canada, 2001 and 2006

Occupations	Home workers				Change from 2001 to 2006	
	2001		2006		number	percentage
	number	percentage	number	percentage		
Farmers and Farm Managers (I011)	198,745	16.9	154,945	12.6	-43,800	-22.0
Early Childhood Educators and Assistants (E217)	42,630	3.6	49,005	4.0	6,375	15.0
General Farm Workers (I021)	57,345	4.9	46,045	3.7	-11,300	-19.7
Secretaries (Except Legal and Medical) (B211)	35,000	3.0	39,995	3.3	4,995	14.3
Bookkeepers (B111)	37,025	3.1	35,960	2.9	-1,065	-2.9

Sources: Statistics Canada, censuses of population, 2001 and 2006.

More people with no fixed workplace address

The increase in the number of workers with no fixed workplace address presents a challenge to urban transportation planners, urban planners and public safety experts. Among other things, it is difficult to estimate how many people are going to use a particular road or a public transit service when many workers travel to destinations that vary from day to day.

2. Statistics Canada. 2007. *The Daily: 2006 Census of Agriculture: Farm Operations and Operators*, May 16, 2007.

In 2006, 1,644,400 people, or 10.3% of all workers, reported that they did not have a fixed workplace address, an increase compared to 2001 (when 1,273,400 people, or 8.7% of all workers, did not have a fixed workplace address). These workers are more likely to drive their cars to work.³

The largest proportion of workers with no fixed workplace address was in Alberta (13.7%). In contrast, this proportion was lowest in Quebec (8.0%) and Nunavut (7.4%).

Workers in some industries are much more likely to report having no fixed workplace address: construction (50.5%), transportation and warehousing (24.0%) and mining and oil and gas extraction (22.4%).

Because the proportion of workers in these industries varies from province to province, so does the proportion of workers with no fixed workplace address.

The construction sector accounts for one-third of the gain in workers with no fixed workplace address

The construction sector alone accounted for one-third (33%) of the additional 370,900 workers who reported no fixed address between 2001 and 2006.

An estimated 500,700 workers in the construction sector had no fixed workplace address in 2006, up by 24.7%, or 123,700, from 2001.

The increase in construction was mirrored in various occupations within the sector. For example, between 2001 and 2006, the number of construction trades helpers and labourers who had no fixed workplace address jumped 62.8%, the equivalent of 29,800 new workers entering this occupation.

However, the occupation with the largest number of workers with no fixed workplace address was truck drivers; an estimated 108,800 truck drivers had no fixed workplace address, up 28.1% from 2001.

Table 5 Number and percentage of the five main occupations of workers with no fixed workplace address, Canada, 2001 and 2006

Occupations	Workers with no fixed workplace address				Change from 2001 to 2006	
	2001		2006		number	percentage
	number	percentage	number	percentage		
Truck Drivers (H711)	84,900	6.7	108,755	6.6	23,855	28.1
Carpenters (H121)	65,385	5.1	93,265	5.7	27,880	42.6
Construction Trades Helpers and Labourers (H821)	47,405	3.7	77,175	4.7	29,770	62.8
Light Duty Cleaners (G931)	32,675	2.6	43,950	2.7	11,275	34.5
Landscaping and Grounds Maintenance Labourers (I212)	26,005	2.0	39,725	2.4	13,720	52.8

Sources: Statistics Canada, censuses of population, 2001 and 2006.

3. Including trucks and minivans.

Working in a province or territory other than the usual place of residence

Relatively few Canadian workers had a place of work in a province or territory other than the one in which they usually lived.

Nationally, only 147,300 or 1.0% of all workers lived in one province and worked in another in 2006. Among those, more than one-third (36.4% or 53,600) were commuting from the Quebec side of the Ottawa - Gatineau CMA toward the Ontario side. Another 17,000 were commuting in the opposite direction.

As a consequence of Alberta's booming economy, more people worked in this province while having their usual place of residence in another.

In 2006, 1.1% of workers whose usual place of residence was in Newfoundland and Labrador actually worked in Alberta. This was considerably higher than the proportion of 0.3% in 2001.⁴

About 1.7% of workers whose usual place of residence was in Saskatchewan worked in Alberta in 2006, up from 1.2% five years earlier.

4. It is important to be cautious when interpreting these data. The census asks respondents to enter on the form all persons who usually live at this address, including (among others) spouses living elsewhere because of their work or studies, but who periodically return. Some people who worked in another province between January 1, 2005 and the week including May 15, 2006 may also have worked in the province of their place of residence (and reported that they did not have a usual place of work). It is also possible that people whose spouses temporarily left the usual place of residence to work in another province may not have considered them as being part of the usual members of the household at the time of the census, despite the instructions provided in the documents.

Portrait of census metropolitan areas and their municipalities

In 2006, the number of people who worked at home or whose usual place of work was in a census metropolitan area (CMA) reached 10 million, an increase of 7.9% over 2001. This was a slightly smaller increase than that recorded in the mid-size urban centres (+8.7%) but much higher than that reported in the territories, rural areas and small towns (+1.8%).

Table 6 Number of workers¹ according to the type of area of workplace, Canada, provinces and territories, 2001 and 2006

Regions	Total		Census metropolitan areas		Census agglomerations		Territories, rural areas and small towns	
	2006	Change from 2001 to 2006	2006	Change from 2001 to 2006	2006	Change from 2001 to 2006	2006	Change from 2001 to 2006
	number	percentage	number	percentage	number	percentage	number	percentage
Canada	14,300,245	7.1	10,290,245	7.9	1,902,330	8.7	2,107,665	1.8
Newfoundland and Labrador	175,425	3.2	83,375	9.6	19,065	1.1	72,985	-2.7
Prince Edward Island	59,010	3.0	...	...	39,750	7.1	19,255	-4.7
Nova Scotia	381,135	6.3	189,345	8.4	80,175	7.5	111,615	2.1
New Brunswick	306,775	4.5	120,800	6.8	86,330	7.7	99,645	-0.5
Quebec	3,383,055	7.0	2,427,060	8.0	432,125	7.3	523,870	2.8
Ontario	5,570,865	6.1	4,574,705	6.3	514,975	6.6	481,180	3.3
Manitoba	524,865	4.0	342,570	4.4	40,780	2.9	141,510	3.5
Saskatchewan	439,965	0.8	215,570	7.4	70,960	2.2	153,430	-7.8
Alberta	1,609,905	13.6	1,073,455	15.0	250,360	21.0	286,090	3.3
British Columbia	1,802,280	8.6	1,263,370	9.5	344,835	8.8	194,075	2.7
Yukon Territory	15,450	7.3	...	...	12,060	8.7	3,390	2.7
Northwest Territories	21,095	15.4	...	...	10,890	18.8	10,205	12.0
Nunavut	10,410	13.1	...	...	...	...	10,410	13.1

... not applicable

Note:

1. Persons with a usual place of work or working at home.

Sources: Statistics Canada, censuses of population, 2001 and 2006.

Place of work

Sharp increase in the number of workers in the CMAs of Barrie, Kelowna and Calgary

Between 2001 and 2006, the number of people whose place of work was in the Barrie census metropolitan area (CMA) rose 20.2%, from 54,300 to 65,300 workers. This was the largest increase among all the CMAs. Kelowna (+17.3%) and Calgary (+15.7%) stood out with well above-average increases in employment.

Commuting Patterns and Places of Work of Canadians, 2006 Census

Most often, the increase in the number of workers in the different CMAs reflects correctly their population growth. For example, the Barrie CMA, which had the largest increase in the number of workers, was also the one with the sharpest population increase in the intercensal period.

Table 7 Distribution of workers with a usual place of work or working at home, census metropolitan areas, 2001 and 2006

Census metropolitan areas	Workers with a usual place of work or working at home		
	2001	2006	Change from 2001 to 2006
	number		percentage
Total	9,532,925	10,290,250	7.9
St. John's (Nfld./Lab.)	76,080	83,375	9.6
Halifax (N.S.)	174,710	189,340	8.4
Moncton (N.B.)	61,545	66,420	7.9
Saint John (N.B.)	51,605	54,380	5.4
Saguenay (Que.)	62,285	65,815	5.7
Québec (Que.)	325,515	363,315	11.6
Sherbrooke (Que.)	80,345	86,430	7.6
Trois-Rivières (Que.)	57,855	63,120	9.1
Montréal (Que.)	1,627,320	1,743,650	7.1
Ottawa - Gatineau (Ont./Que.)	552,690	579,710	4.9
Kingston (Ont.)	69,160	72,845	5.3
Peterborough (Ont.)	45,290	50,735	12.0
Oshawa (Ont.)	103,930	116,935	12.5
Toronto (Ont.)	2,361,435	2,503,745	6.0
Hamilton (Ont.)	265,670	284,465	7.1
St. Catharines - Niagara (Ont.)	158,855	165,785	4.4
Kitchener (Ont.)	205,680	230,030	11.8
Brantford (Ont.)	49,675	52,490	5.7
Guelph (Ont.)	65,485	70,450	7.6
London (Ont.)	204,835	221,030	7.9
Windsor (Ont.)	143,580	141,090	-1.7
Barrie (Ont.)	54,325	65,290	20.2
Greater Sudbury / Grand Sudbury (Ont.)	65,650	69,950	6.5
Thunder Bay (Ont.)	52,805	54,890	3.9
Winnipeg (Man.)	328,195	342,570	4.4
Regina (Sask.)	95,675	101,185	5.8
Saskatoon (Sask.)	104,990	114,385	8.9
Calgary (Alta.)	485,525	561,730	15.7
Edmonton (Alta.)	448,035	511,725	14.2
Kelowna (B.C.)	59,480	69,785	17.3
Abbotsford (B.C.)	50,670	57,790	14.1
Vancouver (B.C.)	901,780	977,615	8.4
Victoria (B.C.)	142,255	158,175	11.2

Sources: Statistics Canada, censuses of population, 2001 and 2006.

Employment continues to grow faster in the peripheral municipalities of CMAs than in their central municipalities

Every large urban area consists of several municipalities, one of which, called the central municipality, is the one that lends its name to the CMA.⁵ The other municipalities are considered peripheral or neighbouring municipalities. The distribution of jobs among the different municipalities in large urban areas is important because local administrations receive property taxes from the businesses operating in their jurisdictions.

CMAs have specific features. Some consist of many more municipalities than others (for example, one hundred municipalities in Montréal, compared to only eight in Calgary), which clearly has an impact on the distribution of workers between the central and peripheral municipalities. This having been said, over the last 25 years, employment has tended to grow faster in peripheral than in central municipalities.⁶

The latest census data confirm this trend. Between 2001 and 2006, employment rose faster in peripheral than in central municipalities in most CMAs (see box for the difference between census subdivisions and census metropolitan areas).

5. In the Ottawa - Gatineau and St.Catharines - Niagara CMAs, two municipalities are deemed to be central.

6. Statistics Canada. 2003. *Where Canadians Work and How They Get There*, Statistics Canada. Catalogue no. 96F0030XIE2001010, Ottawa.

Table 8 Distribution of workers in central and peripheral municipalities of census metropolitan areas, 2001 and 2006

Census metropolitan areas (CMAs)	Central municipalities			Peripheral municipalities			CMA workers in the central municipalities	
	2001	2006	Change from 2001 to 2006	2001	2006	Change from 2001 to 2006	2001	2006
	number		percentage	number		percentage	percentage	
Total	6,423,980	6,800,590	5.9	3,108,950	3,489,655	12.2	67.4	66.1
St. John's (Nfld.Lab.)	62,530	66,210	5.9	13,550	17,165	26.7	82.2	79.4
Halifax (N.B.)	174,670	189,275	8.4	40	70	75.0	100.0	100.0
Moncton (N.B.)	43,930	48,270	9.9	17,615	18,150	3.0	71.4	72.7
Saint John (N.B.)	43,705	45,720	4.6	7,895	8,655	9.6	84.7	84.1
Saguenay (Que.)	61,145	64,265	5.1	1,140	1,550	36.0	98.2	97.6
Québec (Que.)	255,390	282,470	10.6	70,125	80,845	15.3	78.5	77.7
Sherbrooke (Que.)	64,145	70,240	9.5	16,200	16,195	0.0	79.8	81.3
Trois-Rivières (Que.)	50,055	55,250	10.4	7,800	7,870	0.9	86.5	87.5
Montréal (Que.)	950,730	985,455	3.7	676,585	758,195	12.1	58.4	56.5
Ottawa - Gatineau (Ont./Que.)	541,190	566,790	4.7	11,495	12,915	12.4	97.9	97.8
Kingston (Ont.)	63,065	66,945	6.2	6,100	5,895	-3.4	91.2	91.9
Peterborough (Ont.)	36,515	41,225	12.9	8,775	9,510	8.4	80.6	81.3
Oshawa (Ont.)	57,835	60,280	4.2	46,095	56,650	22.9	55.6	51.6
Toronto (Ont.)	1,327,610	1,336,540	0.7	1,033,820	1,167,205	12.9	56.2	53.4
Hamilton (Ont.)	188,370	197,200	4.7	77,300	87,265	12.9	70.9	69.3
St. Catharines - Niagara (Ont.)	92,790	98,625	6.3	66,065	67,155	1.6	58.4	59.5
Kitchener (Ont.)	81,555	87,860	7.7	124,125	142,170	14.5	39.7	38.2
Brantford (Ont.)	37,450	40,125	7.1	12,225	12,365	1.1	75.4	76.4
Guelph (Ont.)	62,315	66,460	6.7	3,170	3,990	25.9	95.2	94.3
London (Ont.)	164,950	177,645	7.7	39,885	43,390	8.8	80.5	80.4
Windsor (Ont.)	115,640	107,695	-6.9	27,940	33,395	19.5	80.5	76.3
Barrie (Ont.)	45,690	55,050	20.5	8,630	10,235	18.6	84.1	84.3
Greater Sudbury / Grand Sudbury (Ont.)	65,565	69,830	6.5	80	120	50.0	99.9	99.8
Thunder Bay (Ont.)	50,835	52,090	2.5	1,965	2,800	42.5	96.3	94.9
Winnipeg (Man.)	314,160	328,340	4.5	14,030	14,230	1.4	95.7	95.8
Regina (Sask.)	88,945	94,470	6.2	6,725	6,720	-0.1	93.0	93.4
Saskatoon (Sask.)	96,475	105,715	9.6	8,515	8,670	1.8	91.9	92.4
Calgary (Alta.)	464,755	536,265	15.4	20,770	25,465	22.6	95.7	95.5
Edmonton (Alta.)	351,755	398,055	13.2	96,285	113,665	18.1	78.5	77.8
Kelowna (B.C.)	48,925	56,880	16.3	10,555	12,910	22.3	82.3	81.5
Abbotsford (B.C.)	41,940	48,400	15.4	8,735	9,390	7.5	82.8	83.8
Vancouver (B.C.)	312,660	331,280	6.0	589,115	646,330	9.7	34.7	33.9
Victoria (B.C.)	66,665	69,660	4.5	75,585	88,515	17.1	46.9	44.0

Sources: Statistics Canada, censuses of population, 2001 and 2006.

It is important to distinguish between census metropolitan areas (CMA) and municipalities (census subdivisions – CSDs). A CMA usually consists of many municipalities, one of which, called the central municipality, lends its name to the CMA. For example, the Montréal CMA includes nearly 100 municipalities, such as Laval, Longueuil, La Prairie and Mirabel. The municipality of Montréal, on the island of Montréal, is the central municipality, that is, the census subdivision for which the CMA is named.

These trends have been observed in the three largest CMAs, i.e., Toronto, Montréal and Vancouver. In Toronto, the number of people whose place of work is in a peripheral municipality rose by 12.9% between 2001 and 2006, compared to only 0.7% within the municipality of Toronto. In the Montréal CMA, the corresponding proportions rose by 12.1% and 3.7%. In Vancouver, employment rose by 9.7% in the peripheral municipalities, compared to 6.0% in the City of Vancouver.

The result of these different growth rates between central and peripheral municipalities is a decrease in the proportion of people whose place of work is inside the central municipality in the case of Toronto, Montréal and Vancouver. For example, in 2006, 53.4% of Toronto CMA workers had their place of work in the municipality of Toronto, compared to 56.2% in 2001.

Despite this decentralization of workers in the peripheral municipalities, most workers continue to have their place of work in the central municipality of their CMA (in almost all CMAs).

Sharp increase in the number of workers in the municipalities of Vaughan, Surrey and Laval

Among the 25 largest municipalities (or census subdivisions) in terms of the number of workers having their usual place of work there, the three with the sharpest increase in the number of workers, in the most recent intercensal period, were all peripheral municipalities in their respective CMA: Vaughan, in the Toronto CMA (+22.2%), Surrey, in the Vancouver CMA (+17.0%) and Laval, in the Montréal CMA (+15.8%).

However, in terms of the net increase in the number of workers, Calgary came first. In 2006, 71,510 more workers than in 2001 had their usual place of work in this municipality, a 15.4% increase.

In the two main municipalities in the nation's capital region, employment grew faster in the municipality of Gatineau (+9.7%) than in that of Ottawa (+3.7%).

Table 9 Distribution of workers by their place of work and their place of residence for the 25 municipalities with the largest number of workers, 2001 and 2006

Municipalities with the largest number of workers	Place of work			Place of residence			Net gain or loss of workers in the municipality	
	2001	2006	Change from 2001 to 2006	2001	2006	Change from 2001 to 2006	2001	2006
	number		percentage	number		percentage	number	
Toronto (Ont.)	1,327,610	1,336,540	0.7	1,114,380	1,104,220	-0.9	213,230	232,320
Montréal (Que.)	950,730	985,455	3.7	692,135	715,875	3.4	258,595	269,580
Calgary (Alta.)	464,755	536,265	15.4	440,530	504,130	14.4	24,225	32,135
Ottawa (Ont.)	450,925	467,760	3.7	381,725	395,495	3.6	69,200	72,265
Edmonton (Alta.)	351,755	398,060	13.2	314,970	358,700	13.9	36,785	39,360
Mississauga (Ont.)	348,780	383,880	10.1	302,930	315,230	4.1	45,850	68,650
Vancouver (B.C.)	312,660	331,285	6.0	250,130	272,870	9.1	62,530	58,415
Winnipeg (Man.)	314,165	328,340	4.5	293,255	304,750	3.9	20,910	23,590
Québec (Que.)	255,390	282,470	10.6	219,100	239,535	9.3	36,290	42,935
Hamilton (Ont.)	188,365	197,200	4.7	211,600	221,050	4.5	-23,235	-23,850
Halifax (N.S.)	174,670	189,275	8.4	165,180	179,070	8.4	9,490	10,205
London (Ont.)	165,185	177,645	7.5	151,955	162,475	6.9	13,230	15,170
Brampton (Ont.)	122,280	139,560	14.1	162,750	198,435	21.9	-40,470	-58,875
Vaughan (Ont.)	112,570	137,600	22.2	87,760	111,795	27.4	24,810	25,805
Laval (Que.)	118,425	137,190	15.8	161,780	173,955	7.5	-43,355	-36,765
Markham (Ont.)	116,585	129,290	10.9	100,840	122,350	21.3	15,745	6,940
Surrey (B.C.)	101,990	119,335	17.0	145,410	166,700	14.6	-43,420	-47,365
Burnaby (B.C.)	107,965	115,010	6.5	82,355	89,225	8.3	25,610	25,785
Richmond (B.C.)	104,530	108,095	3.4	72,115	76,830	6.5	32,415	31,265
Windsor (Ont.)	115,640	107,695	-6.9	88,070	85,910	-2.5	27,570	21,785
Saskatoon (Sask.)	96,475	105,710	9.6	90,430	97,515	7.8	6,045	8,195
Gatineau (Que.)	90,270	99,030	9.7	112,065	119,315	6.5	-21,795	-20,285
Regina (Sask.)	88,945	94,465	6.2	85,275	89,100	4.5	3,670	5,365
Kitchener (Ont.)	81,550	87,860	7.7	92,275	100,460	8.9	-10,725	-12,600
Longueuil (Que.)	78,310	86,820	10.9	105,490	108,280	2.6	-27,180	-21,460

Sources: Statistics Canada, censuses of population, 2001 and 2006.

Location of jobs in the metropolitan territory: many jobs in the peripheral sectors of large urban areas

The location of jobs in the census metropolitan areas can have an important impact on transportation infrastructure requirements, vitality and economic health of the central neighbourhoods, as well as on workers' commuting distances. This is why it is important to know where the main job locations are within the large urban areas.

Looking at CMAs at the census tract (CT) level (see box) provides a better understanding of job location.

The maps of the 33 CMAs ([set 1](#)) by census tracts (CTs) show the main concentrations of job locations in the large urban areas. They also show where the workers reside.

Census tracts (CTs) are small, relatively stable geographic areas that usually have a population of 2,500 to 8,000. They are located in census metropolitan areas and in census agglomerations with an urban core population of 50,000 or more in the previous census.

A committee of local specialists (for example, planners, health and social workers and educators) initially delineates CTs in conjunction with Statistics Canada.

The CT analysis shows that there is generally a dominant cluster of workplaces in the city centre, as well as other clusters of workplaces in the peripheral areas, some of which are very important in terms of the number of workers.

For example, in the Toronto CMA, among the thousand census tracts (CTs), the one with the most workers was located about 20 km from downtown, in the municipality of Mississauga (where 108,500 workers reported their usual place of work). This CT, located to the west of the intersection of highways 427 and 401 (and which includes the Lester B. Pearson International Airport), was also the CT with the most jobs in Canada in 2006.

In most CMAs, the CT analysis shows that many jobs are spread out around the census metropolitan areas outside the city centre cluster and other more peripheral clusters of workplaces. Given the nature of public transit systems, which can only be viable if a mass of users is heading to a common place (for example, a major cluster of workplaces), getting to these work places by public transit can be difficult.

Moreover, the CT analysis reveals that the number of workers living in the central neighbourhoods is generally much smaller than the number of people working there. The same is generally true of the clusters of workplaces in peripheral locations.

Despite the decentralization of workers, the central neighbourhoods remain major clusters of workplaces

Despite the decentralization and sometimes a certain dispersal of jobs (and people) observed in most CMAs, the central neighbourhoods remain the major clusters of workplaces in many urban areas.⁷ In five of the six CMAs with populations of one million or more, i.e., Montréal, Vancouver, Ottawa - Gatineau, Calgary and Edmonton, the census tract (CT) with the most workers was in the downtown core of the city ([see maps, set 2](#)). In Toronto, the CT with the most workers was in Mississauga. However, the one that came second was right in the core of Toronto's business district. This small CT alone, which measures less than 0.5 km², had 103,900 workers in 2006 (more workers than many CMAs). It had the highest density of workers per square kilometre in Canada.

One of the distinctive features of central neighbourhoods compared to the other clusters of workplaces in their respective areas is their high density of employment, i.e., the high number of workers per square kilometre. The presence of numerous high-rise buildings in these central neighbourhoods explains this phenomenon: they have a relatively small footprint and can hold a very large number of workers. The construction of such buildings is to a large extent attributable to the high cost of land in the city centre.

7. Heisz, Andrew and Sébastien Larochelle-Côté. 2005. *Work and Commuting in Census Metropolitan Areas, 1996 to 2001*. Statistics Canada, Catalogue no. 89-613-MIE, Ottawa.

Municipalities where workers live are not always the ones where the jobs are concentrated

In general, workers tend to live close to where they work, often in the same municipality. However, whereas some municipalities are mainly known as places where workers reside, others are better known as places of work (municipalities that attract workers from surrounding municipalities).

Some municipalities have more workers than they house. Thus, these municipalities have a positive balance (a net gain of workers). Conversely, some municipalities are home of more workers than they have, showing a negative balance (a net loss of workers).

Of the 25 municipalities with the most workers in 2006, Montréal was the one with the sharpest net gain in workers (the number of people working there was almost 270,000 greater than the number of workers living there). It was followed by the municipality of Toronto, which had a net gain of 232,300 workers. The municipality of Mississauga also stood out, with a heavy daily influx of workers from the neighbouring municipalities (net gain of 68,700 workers).

The municipalities of Laval and Surrey stood out for their relatively strong growth in the number of workers between 2001 and 2006. In Laval, the increase was 15.8%, and in Surrey, 17.0%. In both cases, however, the number of workers residing in the municipality was still higher than the number of people working there. In the case of Laval, the difference was 36,800, and in the case of Surrey, 47,400. In other words, the number of workers in these municipalities was higher by night than by day.

However, it was the municipality of Brampton, located in the Toronto CMA, that had the highest net loss in workers to the surrounding municipalities (59,000 workers).

Commuting patterns

Residents of the Oshawa CMA have the longest commute

As in 2001, Oshawa's workers, many of whom worked in Toronto, travelled the farthest among all commuters residing in a CMA (median distance of 11 kilometres in 2006, compared to 10.7 kilometres in 2001). However, Barrie was the one with the highest proportion of workers travelling 25 kilometres or more to work (35.3% in 2006).

Table 10 Proportion of the median commuting distance and commuting distance of workers, census metropolitan areas, 2001 and 2006

Census metropolitan areas	2001					2006				
	Median commuting distance	Commuting distance				Median commuting distance	Commuting distance			
		Less than 5 km	5 to 14 km	15 to 24 km	25 km and over		Less than 5 km	5 to 14 km	15 to 24 km	25 km and over
	kilometres	percentage				kilometres	percentage			
Total	7.3	35.8	40.6	13.7	9.9	7.5	35.3	40.4	13.9	10.4
St. John's (Nfld.Lab.)	5.4	47.1	40.7	7.8	4.4	5.5	45.9	41.7	7.8	4.6
Halifax (N.S.)	6.3	41.3	39.1	13.6	6.0	6.5	40.8	38.1	14.2	7.0
Moncton (N.B.)	4.6	53.6	32.3	8.6	5.5	4.9	50.8	34.9	7.5	6.8
Saint John (N.B.)	7.0	39.0	32.1	17.7	11.2	6.9	40.3	30.8	18.4	10.4
Saguenay (Que.)	4.7	51.2	34.4	8.7	5.7	5.3	48.0	34.8	10.2	7.0
Québec (Que.)	6.8	37.4	48.3	8.7	5.6	6.9	37.0	48.1	9.3	5.6
Sherbrooke (Que.)	4.9	50.5	31.4	9.5	8.5	5.0	49.3	31.8	9.4	9.5
Trois-Rivières (Que.)	5.0	49.7	32.3	8.0	10.0	5.1	48.8	32.7	8.8	9.6
Montréal (Que.)	8.0	34.0	41.0	16.9	8.1	8.1	33.6	40.8	16.9	8.7
Ottawa - Gatineau (Ont./Que.)	7.9	33.1	44.0	14.8	8.1	8.1	32.4	42.8	16.1	8.7
Kingston (Ont.)	5.4	47.4	32.3	11.3	9.0	5.9	44.5	34.4	11.0	10.1
Peterborough (Ont.)	5.0	49.5	24.0	9.6	16.8	5.1	49.5	24.5	9.5	16.5
Oshawa (Ont.)	10.7	30.1	27.2	12.0	30.8	11.0	28.3	28.7	10.4	32.6
Toronto (Ont.)	9.2	28.9	40.1	18.0	13.0	9.4	28.6	39.6	18.0	13.8
Hamilton (Ont.)	8.2	33.0	35.9	12.4	18.8	8.3	32.8	34.9	12.9	19.4
St. Catharines - Niagara (Ont.)	5.5	46.1	29.7	12.7	11.5	5.9	44.0	29.0	13.8	13.1
Kitchener (Ont.)	5.6	45.0	35.6	10.4	9.0	5.8	42.8	37.5	10.5	9.2
Brantford (Ont.)	5.9	44.5	27.7	8.2	19.6	5.3	47.9	23.6	7.2	21.2
Guelph (Ont.)	4.5	53.8	21.6	8.5	16.1	5.0	49.6	25.4	9.8	15.3
London (Ont.)	5.4	46.1	38.4	7.4	8.1	5.6	44.9	37.9	7.9	9.3
Windsor (Ont.)	6.1	41.3	44.1	9.1	5.4	6.6	37.9	45.0	10.1	7.0
Barrie (Ont.)	8.6	36.4	21.8	6.6	35.2	9.0	35.2	23.0	6.5	35.3
Greater Sudbury / Grand Sudbury (Ont.)	6.5	41.1	36.4	15.3	7.1	6.9	39.7	35.9	16.4	8.0
Thunder Bay (Ont.)	4.7	51.8	36.5	5.2	6.5	4.7	52.3	36.1	5.4	6.2
Winnipeg (Man.)	6.0	40.8	49.7	5.0	4.5	6.1	40.3	49.8	5.1	4.7
Regina (Sask.)	4.5	56.8	35.7	2.8	4.8	4.6	55.4	36.9	2.9	4.8
Saskatoon (Sask.)	4.8	51.5	36.3	4.7	7.6	5.0	49.6	37.5	5.6	7.3
Calgary (Alta.)	7.7	31.9	53.4	9.8	4.9	8.2	30.5	52.0	12.4	5.1
Edmonton (Alta.)	7.6	33.7	46.3	10.9	9.1	7.8	33.1	46.4	11.4	9.1
Kelowna (B.C.)	5.7	43.9	41.2	8.1	6.7	5.6	45.2	39.7	8.8	6.3
Abbotsford (B.C.)	7.7	38.6	27.0	8.2	26.2	7.3	40.3	27.2	8.1	24.4
Vancouver (B.C.)	7.6	34.8	41.2	16.2	7.7	7.4	35.4	41.2	15.7	7.7
Victoria (B.C.)	4.7	52.4	34.1	8.1	5.4	4.6	52.8	34.4	7.9	4.8

Sources: Statistics Canada, censuses of population, 2001 and 2006.

In Toronto and Montréal, median commuting distances remained practically unchanged during the past 10 years. Toronto commuters travelled 9.4 km, up 0.2 km, while Montréal commuters travelled 8.1 km, up only 0.1 km.

However, it took commuters longer to reach their destination in both census metropolitan areas. A separate Statistics Canada study showed that the average amount of time it took to get to and from work increased by 16.2% in Toronto between 1992 and 2005, and by 22.6% in Montréal.⁸ This gap between the slow increase in distance and the faster increase in commute times may be due to greater road congestion, which leaves many commuters having to spend more time than before covering practically the same distance.

The median distance for workers in the Vancouver CMA fell slightly in the past years, from 7.6 kilometres in 2001 to 7.4 kilometres in 2006.

The Regina CMA had the highest proportion of workers travelling less than 5 kilometres to work (55.4%).

In terms of commute distances from the point of view of the CMA of place of work (as opposed to the CMA of residence), workers whose place of work was in the Toronto area were the ones who travelled the farthest (10.3 km), followed by Ottawa - Gatineau (8.7 km), Montréal (8.5 km) and Calgary (8.4 km).

Recently built dwellings are farther from places of work in the CMAs

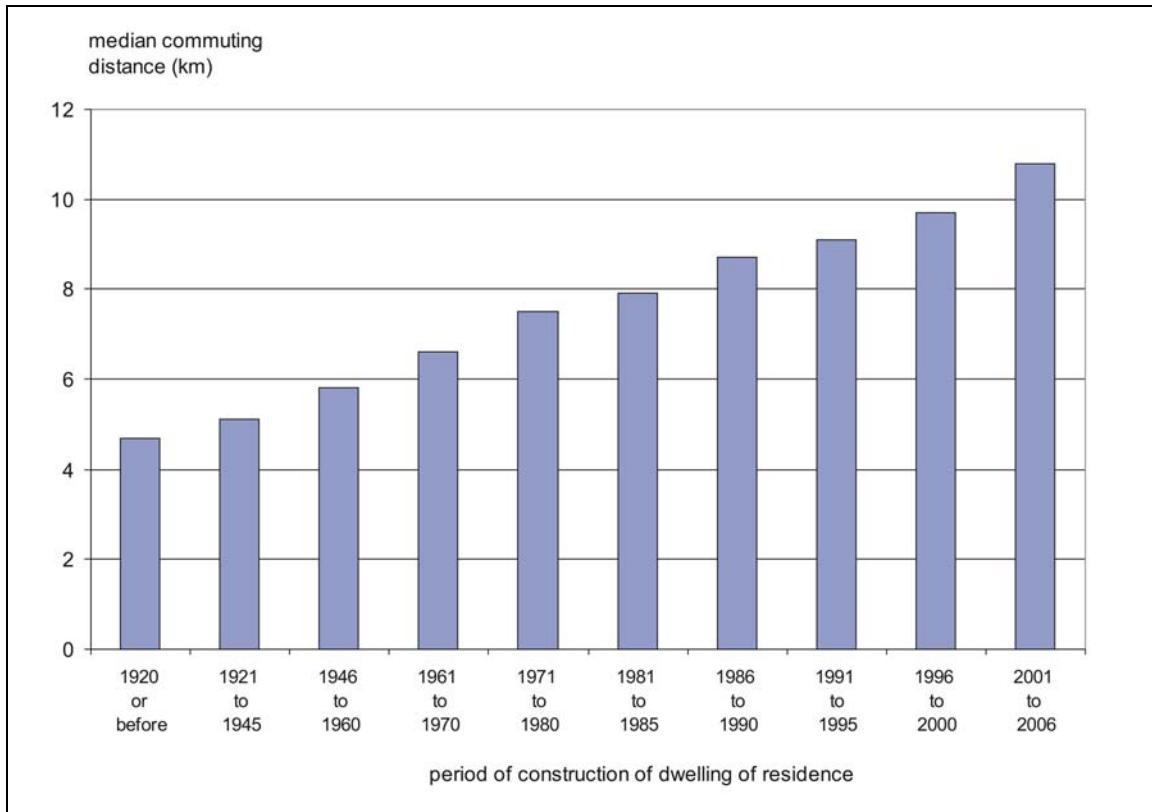
In most CMAs, the most recently built dwellings tend to be farther from the city centre.⁹ Although many people travel to the peripheral areas of CMAs to work, this trend cannot offset the fact that, on average, these new dwellings are farther from most places of work.

Workers living in the more recently built dwellings tended to travel farther to work. For example, in 2006, the median distance travelled to work by people living in a dwelling built between 2001 and 2006 was 10.8 kilometres, compared to 6.6 kilometres for those living in a dwelling built between 1961 and 1970, and 4.7 kilometres for those living in a dwelling built in 1920 or before.

8. Statistics Canada. 2006. *The Time It Takes to Get to Work and Back*. Catalogue no. 89-622-XIE2006001, Statistics Canada, Ottawa.

9. Turcotte, Martin. 2008. 'The city/suburb contrast: How can we measure it?' *Canadian Social Trends*. Statistics Canada. Catalogue no. 11-008, winter, p. 2 to 20.

Figure 1 Median commuting distance (in kilometres) travelled by workers in census metropolitan areas by period of construction of dwelling of residence, Canada, 2006



Source: Statistics Canada, Census of Population, 2006.

The following maps, which represent the eight largest CMAs, show the extent to which workers—depending on whether they live close to the centre or in the suburbs—tend to travel far to get to work. In the larger CMAs, workers living in the more peripheral neighbourhoods tend to travel farther to get to work ([see maps, set 3](#)).

Modes of transportation

Information on the uses of cars, public transit and other modes of transportation across Canada and in provinces and territories is of great interest to many stakeholders.

Nonetheless, the main transportation issues arise in the urban areas, specifically the largest ones. This is where the increase in the number of commuters and the diversification in their workplaces challenge the transportation infrastructures. The large urban agglomerations are also where plans for urban development projects can have an impact on the modes of transportation used by workers (new routes, extension of commuter train routes, park and rides, carpool lanes, etc.).

Cars used less than in the past years in most CMAs

In 2006, 69.4% of workers living in one of the 33 CMAs drove their car to work, and 7.4% got to work as a passenger in a car. The Ottawa - Gatineau CMA had the smallest proportion of workers driving to work (62.7%), followed by Toronto (63.6%) and Victoria (64.9%).

Table 11a Proportion of workers using a car to get to work, census metropolitan areas, 1996, 2001 and 2006

Census metropolitan areas	Car - As drivers			Car - As passengers			Total - Car users		
	1996	2001	2006	1996	2001	2006	1996	2001	2006
	percentage								
Total	71.0	71.2	69.4	7.1	6.6	7.4	78.1	77.8	76.8
St. John's (Nfld./Lab.)	76.5	77.3	74.4	12.7	12.3	13.8	89.2	89.5	88.2
Halifax (N.S.)	66.8	68.0	65.1	10.5	9.6	10.6	77.3	77.6	75.8
Moncton (N.B.)	77.4	77.9	74.7	10.8	10.3	12.4	88.2	88.2	87.1
Saint John (N.B.)	75.4	76.5	75.1	11.3	10.5	11.2	86.7	87.0	86.3
Saguenay (Que.)	83.3	85.1	85.1	6.5	4.9	5.3	89.8	90.0	90.4
Québec (Que.)	76.3	76.0	74.9	5.8	5.2	5.4	82.1	81.2	80.3
Sherbrooke (Que.)	80.1	79.9	80.3	5.9	5.7	5.8	85.9	85.6	86.1
Trois-Rivières (Que.)	84.1	84.3	84.8	4.7	4.6	4.5	88.8	88.9	89.4
Montréal (Que.)	66.7	65.8	65.4	5.5	4.8	5.0	72.2	70.6	70.4
Ottawa - Gatineau (Ont./Que.)	64.2	64.7	62.7	8.7	7.4	8.0	73.0	72.1	70.7
Ottawa - Gatineau (Que. part)	72.7	70.7	69.5	10.1	8.8	9.0	82.7	79.5	78.5
Ottawa - Gatineau (Ont. part)	61.5	62.7	60.4	8.3	6.9	7.7	69.8	69.6	68.0
Kingston (Ont.)	73.9	74.2	73.1	8.2	8.2	9.3	82.2	82.4	82.4
Peterborough (Ont.)	78.7	79.3	76.4	8.8	8.3	9.9	87.5	87.6	86.3
Oshawa (Ont.)	81.2	80.2	79.0	8.1	7.7	8.6	89.3	88.0	87.6
Toronto (Ont.)	65.3	65.2	63.6	6.7	6.3	7.5	71.9	71.4	71.1
Hamilton (Ont.)	78.1	78.2	76.1	7.2	7.1	8.5	85.4	85.3	84.6
St. Catharines - Niagara (Ont.)	83.0	83.8	81.0	7.8	7.4	8.8	90.8	91.1	89.9
Kitchener (Ont.)	79.8	81.3	78.3	8.8	8.1	9.4	88.6	89.3	87.7
Brantford (Ont.)	82.5	82.6	80.2	8.2	8.2	9.5	90.7	90.8	89.7
Guelph (Ont.)	75.8	77.9	76.0	9.1	7.0	8.5	84.9	84.8	84.5
London (Ont.)	77.5	78.0	75.5	7.9	7.7	9.1	85.4	85.8	84.6
Windsor (Ont.)	82.6	83.8	83.1	7.2	6.5	7.6	89.7	90.3	90.6
Barrie (Ont.)	81.5	83.0	81.2	9.2	8.4	9.4	90.6	91.4	90.6
Greater Sudbury / Grand Sudbury (Ont.)	77.8	78.2	77.4	9.3	8.8	9.5	87.1	87.0	86.9
Thunder Bay (Ont.)	81.1	82.5	79.8	7.8	7.0	8.6	88.9	89.5	88.4
Winnipeg (Man.)	68.2	70.2	69.8	9.0	8.4	8.9	77.3	78.6	78.7
Regina (Sask.)	79.2	80.3	79.6	8.0	7.9	8.1	87.2	88.2	87.7
Saskatoon (Sask.)	77.8	79.7	78.7	7.3	6.6	7.5	85.0	86.2	86.1
Calgary (Alta.)	72.8	71.8	69.1	7.2	6.8	7.5	80.1	78.6	76.6
Edmonton (Alta.)	76.9	77.7	75.0	6.9	6.6	7.8	83.8	84.3	82.8
Kelowna (B.C.)	83.6	83.3	81.4	6.7	5.9	7.7	90.3	89.2	89.1
Abbotsford (B.C.)	84.5	84.4	83.2	8.7	8.7	10.0	93.2	93.1	93.2
Vancouver (B.C.)	70.6	72.2	67.3	6.6	7.0	7.1	77.2	79.2	74.4
Victoria (B.C.)	67.1	67.5	64.9	6.8	6.0	6.8	74.0	73.5	71.7

Sources: Statistics Canada, censuses of population, 1996 to 2006.

The proportion of workers living in CMAs who got to work by car, whether driving or as a passenger, dropped slightly in the past 10 years (78.1% in 1996, 77.8% in 2001 and 76.8% in 2006). This drop was sharper for workers living in the Calgary and Vancouver CMAs.

The CMA with the smallest proportion of workers using a car to get to work remained Montréal (70.4%). This was followed by the Ottawa - Gatineau CMA, with 70.7% and the Toronto CMA, with 71.1%.

In contrast, workers in Abbotsford (93.2%), Barrie (90.6%) and Windsor (90.6%) were the most likely to get to work by car.

Public transit is mainly an option in the largest CMAs

Since 1996, the use of public transit has increased in many CMAs. Overall, the proportion of workers in the 33 CMAs using public transit to get to work rose from 14.1% in 1996 to 14.4% in 2001 and 15.1% in 2006.

Table 11b Proportion of workers using public transit to get to work, census metropolitan areas, 1996, 2001 and 2006

Census metropolitan areas	Public transit		
	1996	2001	2006
	percentage		
Total	14.1	14.4	15.1
St. John's (Nfld.Lab.)	2.4	2.8	2.9
Halifax (N.S.)	10.7	9.9	11.9
Moncton (N.B.)	2.5	2.3	2.8
Saint John (N.B.)	4.6	4.3	4.4
Saguenay (Que.)	2.2	2.5	2.4
Québec (Que.)	9.2	9.8	10.2
Sherbrooke (Que.)	4.7	4.9	4.8
Trois-Rivières (Que.)	2.3	3.0	2.4
Montréal (Que.)	20.2	21.6	21.4
Ottawa - Gatineau (Ont./Que.)	17.2	18.5	19.4
Ottawa - Gatineau (Que. part)	11.1	13.7	14.4
Ottawa - Gatineau (Ont. part)	19.3	20.1	21.2
Kingston (Ont.)	3.7	3.5	4.1
Peterborough (Ont.)	2.3	2.5	2.5
Oshawa (Ont.)	5.6	7.1	7.9
Toronto (Ont.)	22.0	22.4	22.2
Hamilton (Ont.)	8.0	8.0	8.7
St. Catharines - Niagara (Ont.)	2.0	2.0	2.5
Kitchener (Ont.)	3.9	3.9	4.8
Brantford (Ont.)	2.4	2.5	3.1
Guelph (Ont.)	5.0	5.8	6.0
London (Ont.)	5.9	6.0	6.7
Windsor (Ont.)	3.3	3.1	2.9
Barrie (Ont.)	3.2	3.4	3.8
Greater Sudbury / Grand Sudbury (Ont.)	4.9	4.9	5.2
Thunder Bay (Ont.)	3.4	3.0	3.2

Census metropolitan areas	Public transit		
	1996	2001	2006
	percentage		
Winnipeg (Man.)	14.3	13.1	13.0
Regina (Sask.)	5.0	4.4	4.2
Saskatoon (Sask.)	5.1	4.1	3.7
Calgary (Alta.)	12.6	13.2	15.6
Edmonton (Alta.)	9.0	8.6	9.7
Kelowna (B.C.)	1.9	2.8	2.7
Abbotsford (B.C.)	1.3	1.6	1.8
Vancouver (B.C.) ¹	14.3	11.5	16.5
Victoria (B.C.)	9.9	9.7	10.2

Note:

1. There was a bus strike during the 2001 Census in the Vancouver census metropolitan area, which affected the estimate on the use of public transit.

Sources: Statistics Canada, censuses of population, 1996 to 2006.

The extent to which public transit is used in the different CMAs depends on a number of factors, including: population density, concentration of jobs in sectors that are well serviced by public transit, the cost of using cars compared to public transit, the availability of parking close to work, the quality of service, etc. In general, the largest CMAs have more features that make public transit more appealing to many workers. Among other things, they are much more likely to have a well-established public transit system, which encourages workers to use it to get to their city centres.

This reality is confirmed by comparing public transit usage in the six CMAs with populations of one million or more, i.e., Toronto (22.2%), Montréal (21.4%), Vancouver (16.5%), Ottawa - Gatineau (19.4%), Calgary (15.6%) and Edmonton (9.7%). By comparison, the six smallest CMAs all had much smaller proportions of commuters using public transit: 2.5% in Peterborough, 4.4% in Saint John (N.B.), 3.2% in Thunder Bay, 3.1% in Brantford, 2.8% in Moncton and 6.0% in Guelph.

Public transit increases considerably in Calgary

Among the six large CMAs, the most significant gains in the last 10 years in terms of public transit were reported in Calgary and Vancouver. In Calgary, the proportion of workers using public transit reached 15.6% in 2006, compared to 12.6% only 10 years earlier. Among the factors which could explain this increase is the extension of Calgary's CTrain line (9.4 kilometres were added between 2001 and 2004).

In Vancouver, a bus strike during the 2001 Census affected the estimates on the use of public transit. Looking only at the change between 1996 and 2006 shows a net increase in the use of public transit from 14.3% to 16.5%.

In the three CMAs with the highest proportions of workers taking public transit to work, i.e., Toronto, Montréal and Ottawa - Gatineau, the only growth observed was in the nation's capital between 2001 and 2006 (where public transit usage rose from 18.5% to 19.4%). In the Toronto and Montréal CMAs, the use of public transit remained practically unchanged in the previous five-year period (a drop of 0.2 percentage point in both cases, after increases between 1996 and 2001).

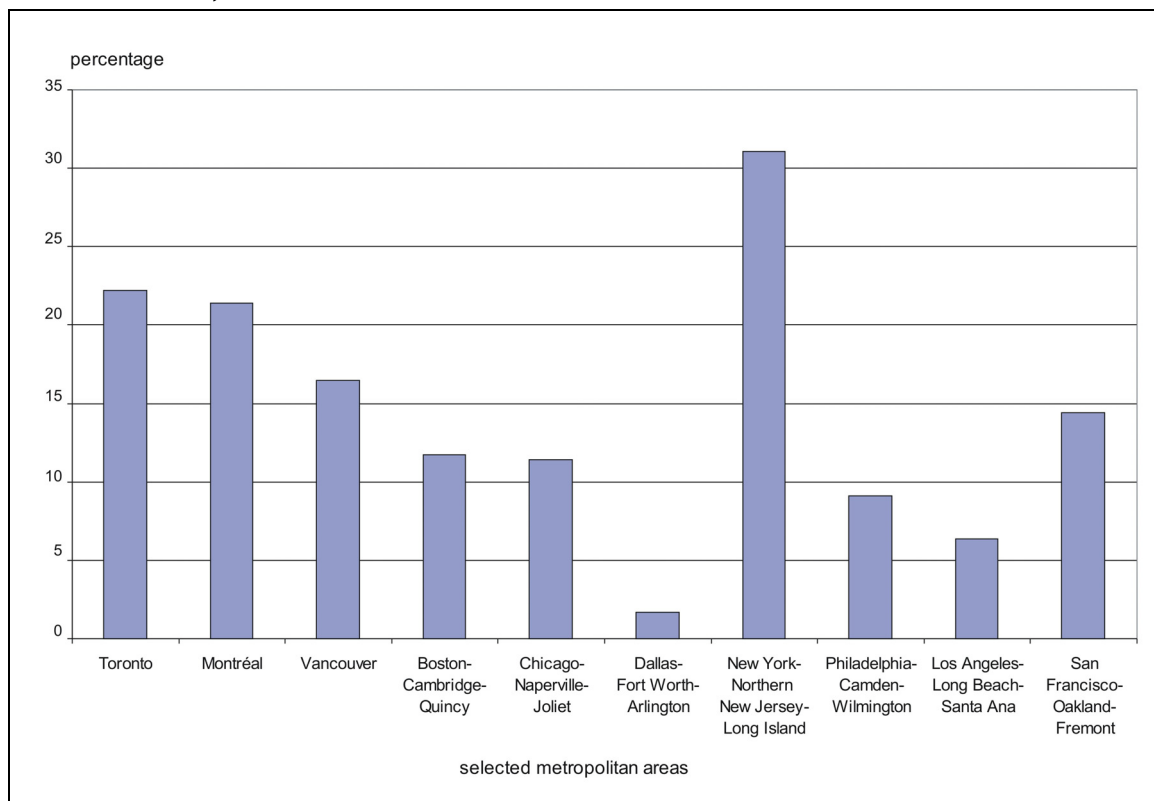
In large metropolitan areas, public transit is used more frequently in Canada than in the United States of America

In most of the large metropolitan areas in the United States of America, cars are by far the dominant mode of transportation for getting to work. This is particularly the case in the more recently developed metropolises. For example, in Dallas-Forth Worth-Arlington, 95.2% of commuters took a car to work in 2006 and only 1.7% took public transit.¹⁰

The use of public transit in the Boston (11.7%) and Chicago (11.4%) areas was closer to that in the much smaller Canadian CMAs, such as Halifax (11.9%) and Victoria (10.2%).

The greater New York area is the only one that stood apart from the other large urban areas in North America, with public transit usage of 31% in 2006. This corresponded to 8.8 percentage points more than in the Toronto CMA.

Figure 2 Proportion of workers using public transit to get to work, selected metropolitan areas, 2006



Sources: American Community Survey, 2006; and Statistics Canada, Census of Population, 2006.

10. American Community Survey, 2006.

Workers in Victoria more likely to walk and cycle to work

In 2006, workers residing in the Victoria CMA were the most likely of workers in all CMAs to walk to work (10.4%), and also the most likely to cycle (5.6%) there. The Halifax (10.1%) and Kingston (9.6%) CMAs also stood out for their relatively high proportions of walkers.

Table 11c Proportion of workers walking, cycling or using another mode of transportation to get to work, census metropolitan areas, 1996, 2001 and 2006

Census metropolitan areas	Walking			Cycling			Other mode of transportation ¹		
	1996	2001	2006	1996	2001	2006	1996	2001	2006
	percentage								
Total	5.8	5.7	5.7	1.2	1.3	1.4	0.8	0.9	1.0
St. John's (Nfld./Lab.)	6.7	5.9	6.6	0.3	0.1	0.3	1.4	1.6	2.1
Halifax (N.S.)	9.8	10.3	10.1	1.0	0.9	1.0	1.2	1.2	1.3
Moncton (N.B.)	7.5	7.5	7.6	0.7	0.6	1.0	1.1	1.4	1.4
Saint John (N.B.)	6.8	6.9	7.3	0.2	0.4	0.3	1.7	1.4	1.7
Saguenay (Que.)	6.5	5.9	5.3	0.6	0.8	0.8	0.9	0.8	1.1
Québec (Que.)	7.2	7.0	7.3	0.9	1.3	1.4	0.6	0.7	0.7
Sherbrooke (Que.)	8.0	7.9	7.4	0.7	0.9	0.9	0.6	0.7	0.8
Trois-Rivières (Que.)	7.0	6.0	6.1	1.2	1.5	1.4	0.7	0.6	0.8
Montréal (Que.)	5.9	5.9	5.7	1.0	1.3	1.6	0.6	0.7	0.8
Ottawa - Gatineau (Ont./Que.)	6.9	6.8	6.8	2.1	1.9	2.1	0.8	0.7	0.9
Ottawa - Gatineau (Que. part)	4.1	4.6	4.6	1.4	1.6	1.7	0.7	0.6	0.8
Ottawa - Gatineau (Ont. part)	7.9	7.5	7.6	2.3	2.0	2.2	0.8	0.8	0.9
Kingston (Ont.)	10.7	10.4	9.6	2.1	2.2	2.4	1.3	1.6	1.5
Peterborough (Ont.)	7.8	7.1	7.8	1.7	1.8	2.3	0.7	1.0	1.1
Oshawa (Ont.)	4.1	3.6	3.4	0.4	0.5	0.4	0.6	0.8	0.7
Toronto (Ont.)	4.6	4.6	4.8	0.8	0.8	1.0	0.7	0.8	0.9
Hamilton (Ont.)	5.2	5.1	5.0	0.7	0.9	0.9	0.7	0.7	0.8
St. Catharines - Niagara (Ont.)	5.4	5.0	5.0	0.9	0.9	1.5	0.8	1.0	1.1
Kitchener (Ont.)	5.7	4.9	5.1	1.1	1.1	1.6	0.7	0.7	0.8
Brantford (Ont.)	5.2	4.6	4.8	0.7	1.0	1.1	0.9	1.1	1.2
Guelph (Ont.)	7.1	6.9	6.1	2.1	1.8	2.3	0.8	0.7	1.0
London (Ont.)	6.5	5.9	6.1	1.5	1.4	1.6	0.7	0.9	0.9
Windsor (Ont.)	5.1	4.7	4.3	1.1	1.1	1.3	0.7	0.9	0.9
Barrie (Ont.)	4.7	3.7	3.9	0.7	0.5	0.6	0.8	0.9	1.0
Greater Sudbury / Grand Sudbury (Ont.)	6.4	6.5	6.2	0.5	0.4	0.7	1.0	1.1	1.1
Thunder Bay (Ont.)	5.8	5.4	5.9	1.0	1.0	1.6	0.9	1.1	0.9
Winnipeg (Man.)	6.2	6.1	5.8	1.4	1.4	1.6	0.9	0.8	0.9
Regina (Sask.)	5.8	5.2	5.8	1.1	1.4	1.4	0.9	0.8	0.9
Saskatoon (Sask.)	6.4	5.8	6.2	2.0	2.5	2.4	1.4	1.4	1.6
Calgary (Alta.)	5.4	5.9	5.4	1.1	1.5	1.3	0.9	0.9	1.0
Edmonton (Alta.)	5.0	4.7	5.1	1.1	1.2	1.1	1.0	1.2	1.2
Kelowna (B.C.)	4.6	4.5	4.6	2.0	2.1	2.1	1.2	1.4	1.5
Abbotsford (B.C.)	3.6	3.6	3.2	0.9	0.9	0.7	1.0	0.8	1.2
Vancouver (B.C.)	5.8	6.5	6.3	1.7	1.9	1.7	1.0	1.0	1.1
Victoria (B.C.)	9.8	10.4	10.4	4.9	4.8	5.6	1.5	1.6	2.0

Note:

1. Corresponds to the remaining modes of transportation, such as motorcycle, taxi or 'other modes', such as inline skating, snowmobile, etc.

Sources: Statistics Canada, censuses of population, 1996 to 2006.

In terms of the use of bicycles, the other CMAs that stood out were Kingston (2.4%), Saskatoon (2.4%), Peterborough (2.3%) and Guelph (2.3%).

Younger workers use more sustainable transportation

In the interest of the battle against climate change and in order to contain road congestion, more and more efforts are being made to encourage workers to use sustainable transportation (such as public transit, walking or cycling) to get to work.

Some people are naturally more inclined to use sustainable transportation: young people, recent immigrants, low income workers who have no car, people living in the central neighbourhoods of large cities, etc. Some of them 'choose' public transit because they have no alternative. Other groups, however, are traditionally less inclined to use public transit or to walk or cycle to work. These are workers who live in the suburbs, workers in the manufacturing sector and workers aged 35 and over.

Winning these groups over to sustainable transportation is often a challenge. In many CMAs, few workers aged 35 and over set aside their car keys between 2001 and 2006.

For example, among workers aged 35 to 44 living in Montréal, the proportion who used a sustainable mode of transportation to get to work remained practically unchanged in the past five years (23.2% in 2001, compared to 23.1% in 2006). The same trend emerged in Toronto. In terms of older workers, no substantial progress was observed for the most recent intercensal period. In fact, a rather substantial decline in the use of sustainable transportation was noted among workers aged 65 and over.

The picture is somewhat different among workers aged 25 to 34. Workers in this age group living in the Montréal CMA reported a significant increase in the use of sustainable transportation, from 29.5% in 2001 to 32.9% in 2006.

Table 12 Proportion of workers using sustainable transportation¹ by age groups, census metropolitan areas, 2001 and 2006

Census metropolitan areas	Age groups													
	Total - Age groups		15 to 24 years		25 to 34 years		35 to 44 years		45 to 54 years		55 to 64 years		65 years and over	
	2001	2006	2001	2006	2001	2006	2001	2006	2001	2006	2001	2006	2001	2006
	percentage													
Total	21.3	22.2	33.7	35.1	23.0	25.4	17.7	18.4	17.3	17.6	17.5	17.6	18.5	17.5
St. John's (Nfld.Lab.)	8.9	9.7	19.3	21.7	8.1	10.8	6.1	6.5	6.8	6.5	6.7	5.8	9.9	9.6
Halifax (N.S.)	21.1	23.0	39.3	41.2	22.1	27.3	15.9	16.3	15.2	17.6	16.4	16.4	17.9	12.4
Moncton (N.B.)	10.4	11.4	17.6	23.3	10.0	11.1	8.0	8.3	9.0	8.4	7.8	7.9	17.9	7.9
Saint John (N.B.)	11.6	12.0	23.9	24.3	12.0	13.2	8.3	8.9	8.3	8.7	7.9	8.6	13.8	9.8
Saguenay (Que.)	9.1	8.5	21.0	19.9	7.1	6.3	6.5	5.4	7.4	6.8	7.7	8.4	15.6	10.7
Québec (Que.)	18.1	19.0	35.6	36.2	15.2	18.9	13.4	12.7	15.9	15.6	15.7	16.5	17.7	16.7
Sherbrooke (Que.)	13.7	13.1	27.4	27.9	10.5	11.7	10.4	8.7	10.9	9.2	12.2	10.2	13.1	22.1
Trois-Rivières (Que.)	10.5	9.9	23.1	20.9	7.8	9.5	7.7	6.3	8.4	7.2	10.3	9.6	13.4	9.7
Montréal (Que.)	28.7	28.8	48.1	46.4	29.5	32.9	23.2	23.1	24.3	23.4	23.9	23.6	24.1	22.8
Ottawa - Gatineau (Ont./Que.)	27.2	28.4	43.7	44.1	27.4	31.4	22.0	22.9	23.8	23.9	22.8	23.8	21.3	23.8
Kingston (Ont.)	16.1	16.1	32.7	33.3	18.4	20.0	11.5	11.0	8.8	10.5	12.3	9.0	10.3	11.7
Peterborough (Ont.)	11.4	12.6	23.7	27.5	12.4	14.7	7.6	7.8	7.6	7.5	8.1	7.1	9.3	10.3
Oshawa (Ont.)	11.2	11.7	20.9	20.9	11.3	12.1	9.1	9.4	8.8	9.5	7.7	9.4	9.1	9.0
Toronto (Ont.)	27.8	28.0	40.3	41.8	31.5	33.0	24.4	24.3	22.5	22.8	22.6	22.4	22.3	20.9
Hamilton (Ont.)	14.0	14.6	25.4	26.6	14.1	15.2	11.4	12.1	10.8	11.0	10.0	10.4	11.7	11.7
St. Catharines - Niagara (Ont.)	7.9	9.0	15.4	17.6	7.0	8.8	5.6	6.1	6.3	6.9	7.3	7.2	9.3	8.9
Kitchener (Ont.)	9.9	11.5	20.1	23.8	9.2	11.5	6.9	8.2	7.1	7.7	7.5	7.7	11.3	9.0
Brantford (Ont.)	8.1	9.0	17.1	18.5	7.3	9.3	5.7	5.9	5.6	7.1	6.6	4.8	9.7	14.0
Guelph (Ont.)	14.5	14.4	31.5	32.1	12.2	13.7	9.6	9.8	9.9	9.6	11.0	8.9	15.7	8.8
London (Ont.)	13.3	14.4	28.0	30.4	13.4	15.2	9.4	9.6	9.2	9.8	8.2	9.0	9.2	12.3
Windsor (Ont.)	8.8	8.5	16.4	16.5	7.4	7.9	7.0	6.6	6.6	6.2	7.4	6.7	10.6	8.6
Barrie (Ont.)	7.7	8.3	18.5	20.2	5.9	7.3	5.2	5.0	5.3	6.0	6.1	6.5	7.8	2.9
Greater Sudbury / Grand Sudbury (Ont.)	11.9	12.0	24.8	25.5	11.9	12.1	7.7	7.9	8.8	9.2	9.5	7.9	9.7	10.1
Thunder Bay (Ont.)	9.5	10.6	17.5	20.4	10.1	11.5	7.2	7.9	6.7	7.8	7.9	7.1	15.3	13.9
Winnipeg (Man.)	20.6	20.4	30.5	29.6	21.0	22.4	17.6	17.7	17.6	16.8	18.1	17.7	16.5	14.9
Regina (Sask.)	11.0	11.4	14.9	15.3	12.6	13.4	8.8	9.5	9.4	9.4	9.8	9.8	11.9	7.8
Saskatoon (Sask.)	12.3	12.3	17.1	17.0	13.3	14.0	10.4	10.1	9.9	9.3	10.5	11.1	15.9	10.2
Calgary (Alta.)	20.5	22.4	31.1	34.2	22.0	24.7	17.1	19.1	16.7	17.1	15.5	18.0	17.8	16.6
Edmonton (Alta.)	14.5	15.9	25.5	27.9	15.1	17.2	10.6	11.4	10.7	12.1	11.9	11.2	13.0	11.5
Kelowna (B.C.)	9.4	9.4	16.1	17.3	10.1	8.4	6.9	7.3	7.0	6.9	9.0	7.5	14.1	12.1
Abbotsford (B.C.)	6.1	5.6	11.1	10.6	5.2	5.0	4.6	4.2	4.8	4.5	5.0	4.0	8.0	7.5
Vancouver (B.C.)	19.8	24.5	27.4	36.7	23.2	29.3	17.5	22.0	15.8	18.5	16.5	18.8	18.8	19.9
Victoria (B.C.)	24.9	26.3	38.2	41.7	28.0	30.6	22.3	22.7	20.5	20.7	17.1	19.3	15.8	14.3

Note:

1. Includes public transit, walking and bicycling.

Sources: Statistics Canada, censuses of population, 2001 and 2006.

Among the 33 CMAs, Halifax was the one with the sharpest increase in the use of sustainable transportation among young workers. In 2006, 27.3% of workers aged 25 to 34 living in Halifax used some form of sustainable transportation to get to work, compared to only 22.1% in 2001.

However, even though proportionally more of them used a sustainable mode of transportation, workers aged 25 to 34 represented an increasingly small share of the labour force.

Some progress in the use of sustainable transportation among workers living far from their place of work

In general, the greater the distance between their place of residence and their place of work, the less likely workers are to use a sustainable mode of transportation to get there.

Table 13 Proportion of workers¹ using sustainable transportation² according to the distance between their home and place of work, census metropolitan areas, 2001 and 2006

Census metropolitan areas of work/Census metropolitan areas of residence	Distance between place of residence and place of work									
	Less than 1 km		1 to 4 km		5 to 9 km		10 to 14 km		15 km and over	
	2001	2006	2001	2006	2001	2006	2001	2006	2001	2006
	percentage									
Total	56.7	56.5	26.5	28.2	20.4	21.1	17.1	18.0	14.4	15.8
St. John's (Nfld.Lab.)	42.8	43.5	11.0	12.9	2.7	3.5	1.1	1.1	0.5	0.6
Halifax (N.S.)	65.7	64.3	33.4	35.9	14.7	17.4	7.0	8.4	4.9	6.3
Moncton (N.B.)	49.6	54.3	11.5	14.0	2.5	3.1	0.3	1.7	0.5	1.3
Saint John (N.B.)	53.5	56.8	16.8	17.8	6.5	7.0	2.0	1.5	1.0	0.7
Saguenay (Que.)	42.2	38.9	9.2	8.8	3.3	3.7	2.3	2.8	2.3	2.7
Québec (Que.)	59.7	61.7	24.7	26.9	14.2	15.6	9.6	9.4	4.3	4.5
Sherbrooke (Que.)	54.5	53.6	16.1	16.1	6.5	6.4	2.2	1.4	1.4	1.2
Trois-Rivières (Que.)	50.6	50.2	11.3	10.8	3.8	3.8	2.5	1.2	2.4	2.4
Montréal (Que.)	62.5	60.4	36.6	37.3	33.5	33.0	23.6	23.4	14.3	16.1
Ottawa - Gatineau (Ont./Que.)	64.4	62.1	36.2	38.7	26.6	28.0	21.6	22.1	15.9	18.6
Kingston (Ont.)	58.0	64.6	22.8	23.8	5.1	7.0	1.7	3.1	0.9	0.7
Peterborough (Ont.)	47.5	52.2	14.3	16.9	5.4	5.9	2.2	1.1	1.4	0.8
Oshawa (Ont.)	44.6	44.5	12.7	13.6	4.7	5.3	2.6	2.5	1.3	1.7
Toronto (Ont.)	58.3	58.1	34.8	35.3	29.2	29.1	25.2	25.6	21.7	22.6
Hamilton (Ont.)	55.0	51.7	19.3	21.1	10.4	11.0	5.6	6.4	2.6	3.0
St. Catharines - Niagara (Ont.)	42.5	41.0	10.2	12.8	2.6	3.7	1.1	1.0	0.6	1.7
Kitchener (Ont.)	47.9	48.9	13.1	16.3	5.9	7.6	2.3	2.6	1.8	3.0
Brantford (Ont.)	37.0	36.9	9.5	12.2	6.5	3.8	19.6	1.9	10.2	3.1
Guelph (Ont.)	52.2	51.0	18.7	20.3	6.4	7.7	1.7	2.3	0.0	0.0
London (Ont.)	49.4	49.3	18.0	20.5	9.2	10.3	2.6	4.0	1.0	1.4
Windsor (Ont.)	48.1	44.5	11.0	12.0	4.4	4.4	1.3	2.5	0.7	0.6
Barrie (Ont.)	40.1	41.3	12.3	13.6	4.9	5.6	1.3	0.6	1.7	1.6
Greater Sudbury / Grand Sudbury (Ont.)	46.1	46.1	17.6	18.8	8.1	7.8	3.2	3.0	1.8	3.4
Thunder Bay (Ont.)	45.3	52.5	9.9	11.7	4.8	4.9	1.8	3.5	1.0	1.7
Winnipeg (Man.)	58.9	59.4	26.5	26.4	17.5	17.6	11.9	12.2	3.2	3.4
Regina (Sask.)	46.4	50.1	12.4	12.5	5.0	5.0	0.4	1.9	0.6	0.8

Census metropolitan areas of work/Census metropolitan areas of residence	Distance between place of residence and place of work									
	Less than 1 km		1 to 4 km		5 to 9 km		10 to 14 km		15 km and over	
	2001	2006	2001	2006	2001	2006	2001	2006	2001	2006
	percentage									
Saskatoon (Sask.)	45.8	48.8	15.5	16.6	6.5	5.4	2.2	1.1	1.3	1.3
Calgary (Alta.)	56.2	56.0	28.8	31.1	19.4	21.3	17.8	21.2	8.3	12.4
Edmonton (Alta.)	51.9	54.1	22.3	25.3	13.4	15.3	9.4	10.6	2.7	2.9
Kelowna (B.C.)	42.9	39.3	12.1	13.2	4.7	4.5	4.4	3.4	3.3	4.1
Abbotsford (B.C.)	36.3	32.3	8.3	7.0	2.4	2.0	2.5	2.7	1.4	1.5
Vancouver (B.C.)	58.7	60.4	26.5	31.6	17.1	22.5	12.9	18.0	13.7	18.5
Victoria (B.C.)	60.8	62.7	33.0	34.7	17.1	18.7	9.1	10.7	10.9	11.9

Notes:

1. Persons whose residence is in the same census metropolitan area as the census metropolitan area of their place of work.
2. Includes public transit, walking and bicycling.

Sources: Statistics Canada, censuses of population, 2001 and 2006.

In 2006, 56.5% of workers in CMAs living within one kilometre of their place of work used a sustainable mode of transportation to commute. Among workers in CMAs who had to travel 15 kilometres or more, the proportion dropped to 15.8%.

This reality is understandable for several reasons. First, for most workers, there is a distance beyond which cycling or walking become impossible. Second, the longer the trip between home and work is, the greater the chance of having to transfer between public transit routes. The commutes requiring a transfer (either between modes of transportation or between routes) are known to be the longest of all, making public transit less attractive, compared to the car.¹¹

Finally, workers who travel the longest distances to get to work also tend to live in the peripheral sectors of CMAs, where cars are the preferred mode of transportation.

Despite all of these obstacles, it would seem that the use of sustainable transportation by workers living a great distance from their place of work, in some CMAs, rose in the past few years.

For example, in 2001, 15.9% of workers in Ottawa - Gatineau who travelled 15 kilometres or more to work used a sustainable mode of transportation. Five years later, this proportion reached 18.6%. Similar scenarios were observed in the Halifax, Montréal and Calgary CMAs.

Commuters to Vaughan, Surrey and Laval made little use of sustainable transportation

The place of work, like the place of residence, has a significant impact on the choice of the mode of transportation used to get to work. Some sectors in urban agglomerations are readily accessible from many starting points, whereas other sectors are difficult to reach other than by car (for example, those at the intersection of major highways).

In 2006, 40.5% of workers whose place of work was in the City of Montréal used a sustainable mode of transportation to get to work, whereas this only applied to 17.0% of those going to work in the municipality of Longueuil and to 13.4% of those going to work in Laval. The same trends

11. Statistics Canada. 2006. *The Time It Takes to Get to Work and Back*. Catalogue no. 89-622-XIE2006001, Statistics Canada, Ottawa.

emerge among commuters working in Vancouver and Toronto: these central municipalities are frequently reached by workers using public transit, walking or cycling, whereas their peripheral municipalities are mainly reached by car.

Table 14 Number and percentage of commuters by mode of transportation, selected municipalities of place of work, 2001 and 2006

Municipalities of place of work	Total - Commuters		Change from 2001 to 2006	Mode of transportation					
				Sustainable transportation ¹		Car		Other ²	
	2001	2006		2001	2006	2001	2006	2001	2006
	number		percentage	percentage					
Halifax (N.S.)	163,915	177,150	8.1	21.4	23.3	77.6	75.7	1.0	1.0
Québec (Que.)	243,865	269,265	10.4	20.8	22.3	78.8	77.1	0.4	0.5
Longueuil (Que.)	73,685	81,260	10.3	17.3	17.0	82.1	82.3	0.6	0.6
Laval (Que.)	109,715	126,755	15.5	13.4	13.4	85.9	85.9	0.7	0.6
Montréal (Que.)	912,895	939,390	2.9	39.2	40.5	60.3	58.8	0.5	0.7
Gatineau (Que.)	85,330	93,000	9.0	22.8	23.6	76.6	75.6	0.5	0.8
Ottawa (Ont.)	424,335	437,745	3.2	28.4	30.2	70.9	69.1	0.7	0.8
Vaughan (Ont.)	106,945	129,500	21.1	9.4	10.8	90.0	88.7	0.6	0.5
Markham (Ont.)	107,930	118,600	9.9	9.5	10.7	90.1	88.7	0.4	0.7
Toronto (Ont.)	1,252,860	1,251,070	-0.1	41.1	43.0	58.2	56.2	0.7	0.8
Mississauga (Ont.)	330,330	363,080	9.9	11.0	11.9	88.4	87.4	0.6	0.7
Brampton (Ont.)	115,145	130,255	13.1	10.2	10.4	89.1	88.7	0.8	0.9
Hamilton (Ont.)	176,065	183,600	4.3	15.6	16.5	83.6	82.6	0.7	0.9
Kitchener (Ont.)	76,735	82,850	8.0	11.1	12.8	88.2	86.5	0.7	0.7
Windsor (Ont.)	112,970	103,930	-8.0	9.3	8.9	89.8	90.2	0.9	0.9
London (Ont.)	155,450	167,805	7.9	14.9	16.3	84.3	82.9	0.8	0.8
Winnipeg (Man.)	300,615	313,325	4.2	21.3	21.2	78.0	78.1	0.7	0.7
Regina (Sask.)	84,360	90,205	6.9	11.3	11.5	88.0	87.6	0.7	0.9
Saskatoon (Sask.)	90,550	100,435	10.9	13.0	12.7	86.2	86.1	0.8	1.1
Calgary (Alta.)	431,740	498,030	15.4	22.1	24.4	77.1	74.7	0.7	0.9
Edmonton (Alta.)	333,795	378,190	13.3	17.5	19.8	81.8	79.4	0.7	0.8
Surrey (B.C.)	90,370	106,100	17.4	9.5	12.2	89.6	86.6	0.9	1.2
Richmond (B.C.)	98,100	100,815	2.8	9.0	13.1	90.2	86.0	0.9	0.9
Vancouver (B.C.)	290,295	304,440	4.9	35.7	42.9	63.4	56.0	0.9	1.1
Burnaby (B.C.)	101,825	107,950	6.0	16.3	22.7	83.0	76.5	0.7	0.8

Notes:

1. Includes public transit, walking and bicycling.
2. Corresponds to the remaining modes of transportation, such as motorcycle, taxi or 'other modes', such as inline skating, snowmobile, etc.

Sources: Statistics Canada, censuses of population, 2001 and 2006.

Between 2001 and 2006, 20 of the 25 municipalities with the highest number of workers in 2006 reported an increase in the use of sustainable transportation. For example, the proportion of commuters working in Toronto who used a sustainable mode of transportation rose from 41.1% in 2001 to 43.0% in 2006.

The five exceptions were the municipalities of Longueuil, Laval, Windsor, Winnipeg and Saskatoon, which did not experience any significant change in the proportion of workers using a sustainable mode of transportation.

The maps of the 25 municipalities with the highest number of workers clearly illustrate the impact of the sectors where the jobs are located ([set 4](#)). Workers travelling to central neighbourhoods are generally more likely to use a sustainable mode of transportation than those travelling to the outskirts.

Portrait of the largest census metropolitan areas in the country's regions

Halifax

- The number of people whose usual place of work was in the Halifax census metropolitan area rose from 174,700 to 189,300 between 2001 and 2006, an increase of 8.4%.
- In 2006, the municipality of Halifax was the eleventh largest in Canada from the point of view of the number of people working there. Of the 25 largest municipalities in Canada, the City of Halifax ranked thirteenth in terms of the increase in the number of workers (+8.4%).
- In 2006, the number of people commuting to the municipality of Halifax to work was higher than the number of workers living in that municipality (+10,200).
- The median commuting distance for workers living in the Halifax CMA who commuted to a usual place of work was 6.5 kilometres in 2006, compared to 6.3 kilometres in 2001.
- For workers living in the Halifax CMA in 2006, 65.1% drove to work (compared to 68.0% in 2001) and 10.6% got to work as a passenger in a car (compared to 9.6% in 2001).
- In 2006, 11.9% of commuters living in the Halifax CMA used public transit (compared to 9.9% in 2001), 10.1% walked (10.3% in 2001), 1.0% cycled (0.9% in 2001) and 1.3% used another mode of transportation (1.2% in 2001).
- In 2006, 23.3% of workers whose usual place of work was in the City of Halifax used a sustainable mode of transportation to get to work, i.e., public transit, walking or cycling (compared to 21.4% in 2001).
- For workers living in the Halifax CMA, the use of sustainable transportation increased among workers aged between 25 and 34. In 2006, 27.3% of workers in this age group used a sustainable mode of transportation to get to work, compared to 22.1% in 2001.

Montréal

- The number of people whose usual place of work was in the Montréal metropolitan area rose from 1,627,300 to 1,743,700 between 2001 and 2006, an increase of 7.1%.
- The number of people whose place of work was in the City of Montréal rose by 3.7% over the past five years, to 985,500 in 2006. In contrast, the increase came to 12.1% in the peripheral municipalities in this CMA.
- In 2006, the municipalities of Montréal, Laval and Longueuil were among the 25 largest in Canada from the point of view of the number of people working there. Of these 25 municipalities, Laval ranked third in terms of the increase in the number of workers (+15.8%), Longueuil ranked eighth (+10.9%) and Montréal, twenty-second (+3.7%).
- In 2006, the number of people commuting to the municipality of Montréal to work was higher than the number of workers living in that municipality (+269,600). In contrast, the number of people working in the municipalities of Longueuil and Laval was lower than the number of workers living there (net loss of 21,500 workers in Longueuil and 36,800 in Laval).

- The fastest growing peripheral municipalities around Montréal in terms of the number of people reporting them as their usual place of work were Laval (+18,800, up 15.8%), Terrebonne (+9,000, or +47.5%), Longueuil (+8,500 or +10.9%) and Boucherville (+4,100 or +16.4%).
- The median commuting distance for workers living in the Montréal CMA who worked at a usual place of work came to 8.1 kilometres in 2006, compared to 8 kilometres in 2001.
- For workers living in the Montréal CMA in 2006, 65.4% drove to work (compared to 65.8% in 2001) and 5.0% got to work as a passenger in a car (compared to 4.8% in 2001).
- In 2006, 21.4% of commuters living in the Montréal CMA used public transit (compared to 21.6% in 2001), 5.7% walked (5.9% in 2001), 1.6% cycled (1.3% in 2001) and 0.8% used another mode of transportation (0.7% in 2001).
- In 2006, 40.5% of workers whose usual place of work was in the City of Montréal used a sustainable mode of transportation to get there, i.e., public transit, walking or cycling (compared to 39.2% in 2001). The corresponding proportions were 17.0% for those commuting to Longueuil (17.3% in 2001) and 13.4% for those commuting to Laval (13.4% in 2001).
- For workers living and working in the Montréal CMA, the use of sustainable transportation increased significantly among those who had the longest distances to cover. In 2006, 16.1% of workers who travelled 15 kilometres or more used a sustainable mode of transportation to get to work, compared to 14.3% in 2001.

Toronto

- The number of people whose usual place of work was in the Toronto census metropolitan area rose from 2,361,400 to 2,503,700 between 2001 and 2006, an increase of 6.0%.
- The number of people whose place of work was in the City of Toronto rose by 0.7% over the past five years, to 1,336,500 in 2006. In contrast, the increase came to 12.9% in the peripheral municipalities in this CMA.
- In 2006, the municipalities of Toronto, Mississauga, Brampton, Vaughan and Markham were among the 25 largest municipalities in Canada from the point of view of the number of people working there. Of these 25 municipalities, Vaughan ranked first in terms of the increase in the number of workers (+22.2%), Brampton ranked fifth (+14.1%), Markham ranked seventh (+10.9%), Mississauga ranked tenth (+10.1%) and Toronto ranked twenty-fourth (+0.7%).
- In 2006, the number of people commuting to work in the municipalities of Toronto, Mississauga, Vaughan and Markham was higher than the number of workers living in these municipalities (+232,300 in Toronto, +68,700 in Mississauga, +25,800 in Vaughan and +6,900 in Markham). In contrast, the number of people working in the municipality of Brampton was lower than the number of workers living there (net loss of 58,900 workers).
- The fastest growing peripheral municipalities around Toronto in terms of the number of people reporting them as their usual place of work were Mississauga (+35,100 or +10.1%), Vaughan (+25,000 or +22.2%), Brampton (+17,300 or +14.1%) and Markham (+12,700 or +10.9%).
- The median commuting distance for workers living in the Toronto CMA who worked at a usual place of work was 9.4 kilometres in 2006, compared to 9.2 kilometres in 2001.

- For workers living in the Toronto CMA in 2006, 63.6% drove to work (compared to 65.2% in 2001) and 7.5% got to work as a passenger in a car (compared to 6.3% in 2001).
- In 2006, 22.2% of commuters living in the Toronto CMA used public transit (compared to 22.4% in 2001), 4.8% walked (4.6% in 2001), 1.0% cycled (0.8% in 2001) and 0.9% used another mode of transportation (0.8% in 2001).
- In 2006, 43.0% of workers whose usual place of work was in the City of Toronto used a sustainable mode of transportation to get there, i.e., public transit, walking or cycling (compared to 41.1% in 2001). The corresponding proportions were 10.8% for those commuting to Vaughan (9.4% in 2001), 10.7% for those commuting to Markham (9.5% in 2001), 11.9% for those commuting to Mississauga (11.0% in 2001) and 10.4% for those commuting to Brampton (10.2% in 2001).

Calgary

- The number of people whose usual place of work was in the Calgary census metropolitan area rose from 485,500 to 561,700 between 2001 and 2006, an increase of 15.7%.
- In 2006, the municipality of Calgary was the third largest in Canada from the point of view of the number of people working there. Of the 25 largest municipalities, the City of Calgary ranked fourth in terms of the increase in the number of workers (+15.4%).
- In 2006, the number of people commuting to the municipality of Calgary to work was higher than the number of workers living there (+32,100).
- The median commuting distance for workers living in the Calgary CMA who worked at a usual place of work was 8.2 kilometres in 2006, compared to 7.7 kilometres in 2001.
- For workers living in the Calgary CMA in 2006, 69.1% drove to work (compared to 71.8% in 2001) and 7.5% got to work as a passenger in a car (compared to 6.8% in 2001).
- In 2006, 15.6% of commuters living in the Calgary CMA used public transit (compared to 13.2% in 2001), 5.4% walked (5.9% in 2001), 1.3% cycled (1.5% in 2001) and 1.0% used another mode of transportation (0.9% in 2001).
- In 2006, 24.4% of workers whose place of work was in the City of Calgary used a sustainable mode of transportation to get there, i.e., public transit, walking or cycling (compared to 22.1% in 2001).

Vancouver

- The number of people whose usual place of work was in the Vancouver census metropolitan area rose from 901,800 to 977,600 between 2001 and 2006, an increase of 8.4%.
- The number of people whose place of work was in the City of Vancouver rose by 6.0% over the past five years, to 331,300 in 2006. In contrast, the increase came to 9.7% in the peripheral municipalities in this CMA.

- In 2006, the municipalities of Vancouver, Surrey, Burnaby and Richmond were among the 25 largest in Canada from the point of view of the number of people working there. Of these 25 municipalities, Surrey ranked second in terms of the increase in the number of workers (+17.0%), Burnaby ranked sixteenth (+6.5%), Vancouver ranked eighteenth (+6.0%), and Richmond ranked twenty-third (+3.4%).
- In 2006, the number of people commuting to the municipalities of Vancouver, Burnaby and Richmond to work was higher than the number of workers living in these municipalities (+58,400 in Vancouver, +25,800 in Burnaby and +31,300 in Richmond). In contrast, the number of people working in the municipality of Surrey was lower than the number of workers living there (net loss of 47,400 workers).
- The fastest growing peripheral municipalities around Vancouver in terms of the number of people reporting them as their usual place of work were Surrey (+17,300 or +17.0%), Burnaby (+7,000 or +6.5%), Langley (+6,400 or +18.5%) and Coquitlam (+5,800 or +17.2%).
- The median commuting distance for workers living in the Vancouver CMA who worked at a usual place of work was 7.4 kilometres in 2006, compared to 7.6 kilometres in 2001.
- For workers living in the Vancouver CMA in 2006, 67.3% drove to work (compared to 72.2% in 2001) and 7.1% got to work as a passenger in a car (compared to 7.0% in 2001).
- In 2006, 16.5% of commuters living in the Vancouver CMA used public transit (compared to 11.5% in 2001), 6.3% walked (6.5% in 2001), 1.7% cycled (1.9% in 2001) and 1.1% used another mode of transportation (1.0% in 2001).
- In 2006, 42.9% of workers whose usual place of work was in the City of Vancouver used a sustainable mode of transportation to get there, i.e., public transit, walking or cycling (compared to 35.7% in 2001¹²). The corresponding proportions were 12.2% for those commuting to Surrey (9.5% in 2001), 13.1% for those commuting to Richmond (9.0% in 2001) and 22.7% for those commuting to Burnaby (16.3% in 2001).

12. During the 2001 Census, a strike affected public transit usage in the Vancouver CMA. Thus, caution should be used when comparing the 2006 and 2001 data.

Definitions

Employed

Persons who, during the reference week (Sunday to Saturday) prior to Census Day (May 16, 2006):

- (a) did any work at all for pay or in self-employment or without pay in a family farm, business or professional practice
- (b) were absent from their job or business, with or without pay, for the entire week because of a vacation, an illness, a labour dispute at their place of work, or any other reasons.

Commuting distance

Distance, in kilometres, between the respondent's residence and his or her usual workplace location.

Workplace locations are coded to a geographic point location. This geographic point location is a block-face, dissemination block, dissemination area or census subdivision representative point. Commuting distance is calculated as the straight-line distance between the residential block representative point and the workplace location representative point.

Mode of transportation

Main means a person uses to travel between home and place of work (by car, on foot, on public transit, or by some other means).

Persons who use more than one mode of transportation are asked to identify the single mode they use for most of the travel distance. As a result, the question provides data on the primary mode of transportation to work. The question does not measure multiple modes of transportation, nor does it measure the seasonal variation in mode of transportation or trips made for purposes other than the commute from home to work.

Occupation

Refers to the kind of work persons were doing during the reference week, as determined by their kind of work and the description of the main activities in their job. Persons with two or more jobs were to report the information for the job at which they worked the most hours.

Census metropolitan area (CMA) and census agglomeration (CA)

Area consisting of one or more neighbouring municipalities situated around a major urban core. A census metropolitan area must have a total population of at least 100,000 of which 50,000 or more live in the urban core. A census agglomeration must have an urban core population of at least 10,000.

Notes to reader:

Geographic boundaries: Between 2001 and 2006, some census metropolitan areas (CMAs) and their municipalities were restructured. For analytical purposes, the 2006 geographical boundaries of the CMA and their municipalities were used for the 2001 Census data.

Rounding: Due to the nature of random rounding, counts may vary slightly between different census products, such as the analytical document, highlight tables, and topic-based tabulations.

To obtain a copy of the maps referenced in this document, refer to the following link:
<http://www12.statcan.ca/english/census06/analysis/pow/tables.cfm#maps>.

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