



# CENSUS BULLETIN

## FAST FACTS

- The term Census in this document refers to the Census of Canada conducted by Statistics Canada every five years. The most recent Census was conducted on May 16, 2006. “The Census is designed to provide information about people and housing units in Canada by their demographic, social and economic characteristics.”
- While all Canadian households complete a Census short form, only one in five Canadian households completes a Census long form, consisting of more detailed questions. Place of work and commuting to work data is based on this 20% sample of the population.
- People who use more than one mode of transportation are asked to identify a single mode they use for most of the travel distance. Therefore, mode of transportation 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.

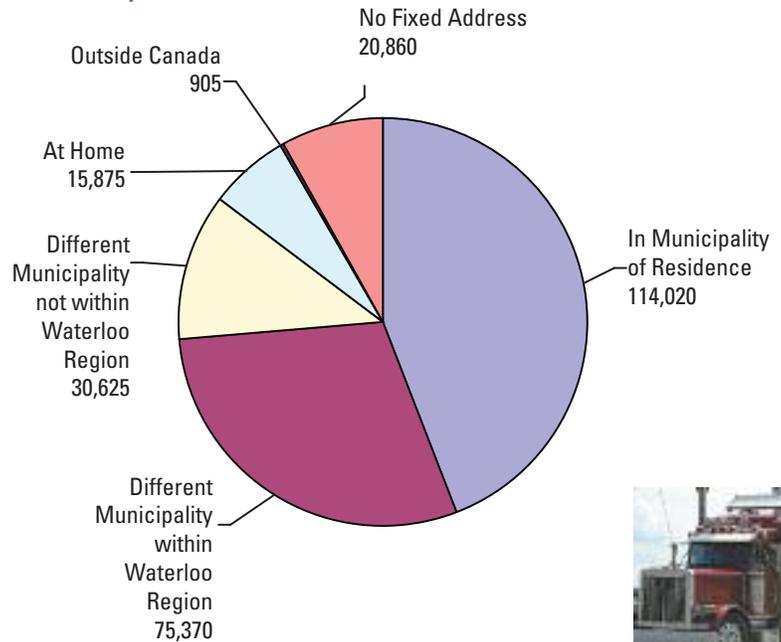
For more information on Census statistics please refer to Statistics Canada’s website: <http://www.statcan.gc.ca>

## Place of Work, and Commuting to Work Statistics from the 2006 Census for Waterloo Region

### Place of Work

Data from the 2006 Census indicates that at least 80% of the *employed labour force* living in Waterloo Region also works in the Region, as shown in Figure 1. Furthermore, at least 50% work in the same municipality as they reside. The City of Waterloo had the lowest percentage of their employed labour force working in the same municipality as their place of residence, while the Township of Wellesley had the highest percentage. Only 12% of the Region’s residents commute regularly to a place of employment outside the Region.

Figure 1: Place of Work, 2006



Source: Statistics Canada, Census 2006

As of 2006, Waterloo Region was home to approximately 21,000 people who were employed at a workplace that had ‘no fixed address’. This is significant as these types of jobs have recently seen significant growth; the number of people with ‘no fixed place of work’ increased 23% from 2001. Jobs in this category include contractors, construction workers, truck drivers and salespeople. Jobs with ‘no fixed address’ have been shown to employ more males than females; it is three times more likely that a male would have ‘no fixed place of work’ than a female.



## Commuting to Work

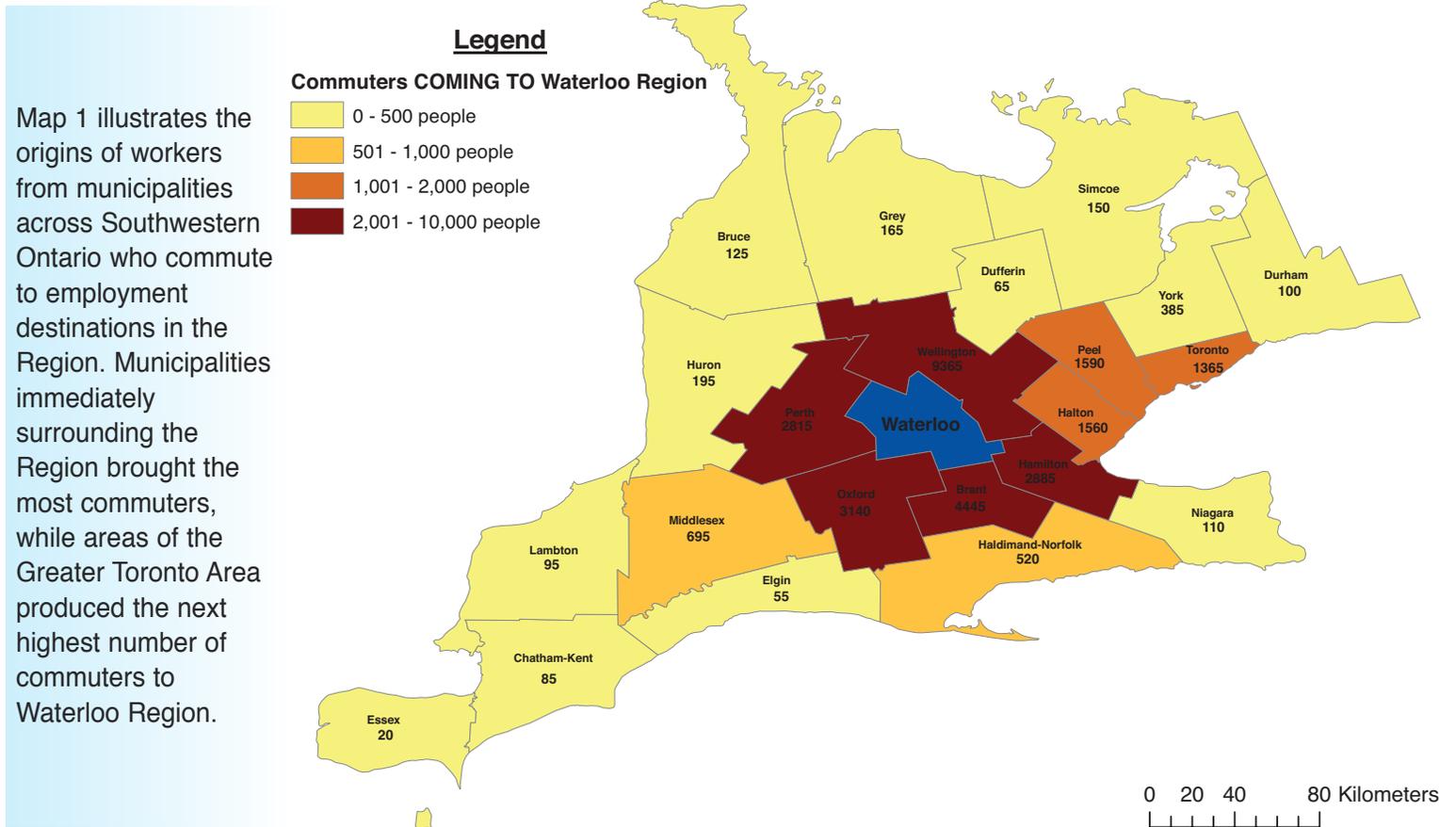
From Waterloo Region, 28,740 people commuted to jobs located in other cities and townships compared to 30,175 people who commuted into the Region for employment. As shown in Table 1, the City of Guelph is the most frequent destination for workers traveling from Waterloo Region, attracting almost three times the number of Regional commuters as the next most common destination, as well as being the primary city where commuters working in Waterloo Region live. After the City of Guelph, the areas to the east of Waterloo Region such as the *Greater Toronto Area (GTA)* are the most common workplace destinations for commuters coming from the Region while commuters coming to the Region for employment originate primarily from areas in the south such as Hamilton, Brant and Brantford.

**Table 1: Top Origins and Destinations for Commuters, 2006**

Commuters LEAVING Waterloo Region		Commuters COMING TO Waterloo Region	
Guelph (CY)	10130	Guelph (CY)	5035
Mississauga (CY)	3490	Hamilton (C)	2885
Toronto (C)	2830	Brant (CY)	2240
Milton (T)	1255	Brantford (CY)	2205
Hamilton (C)	1220	Centre Wellington (TP)	1410
Brampton (CY)	1190	Toronto (C)	1365
Stratford (CY)	905	Blandford-Blenheim (TP)	1350
Brantford (CY)	885	Mapleton (TP)	1230
Puslinch (TP)	780	Perth East (TP)	1125
Brant (CY)	560	Mississauga (CY)	1040
London (CY)	525	Stratford (CY)	905
Burlington (CY)	510	Woodstock (CY)	765
Guelph Eramosa (TP)	505	Puslinch (TP)	720
Centre Wellington (TP)	505	North Perth (MU)	720
Oakville (T)	425	London (CY)	640
Mapleton (TP)	320	East Zorra-Tavistock (TP)	595
Vaughan (CY)	300	Burlington (CY)	545
Woodstock (CY)	285	Brampton (CY)	525
North Perth (MU)	260	Guelph Eramosa (TP)	500
Halton Hills (T)	230	Milton (T)	395

(CY) - City (T) - Town (TP) - Township (MU) - Municipality  
 Source: Statistics Canada, Census 2006

**Map 1: Commuters to Waterloo Region from Southwestern Ontario Municipalities, 2006**



Although the Greater Toronto Area does attract a significant number of employees who commute from Waterloo Region, large increases have been seen in the percentage of people who live in the GTA and are commuting to Waterloo for work. Residents of the GTA traveling to jobs in Waterloo Region increased 59% from the number of commuters traveling the same way in 2001. Commuters who live in Waterloo and travel to the GTA increased only 4% over the same time period. It is interesting to note that 45% of commuters coming from the GTA are working in the City of Waterloo.

## Mode of Transportation to Work

Across the Region, commuting as the driver of a vehicle was the most common mode of transportation used in getting to work in 2006. Table 2 illustrates the *modal splits* for work trips in municipalities across Waterloo Region. Residents of the City of Waterloo had the lowest percentage of trips made by a vehicle (75%) and also had the highest percentage of trips to work by bicycle or walking. Meanwhile, the highest rates of work trips by a vehicle were seen in Wilmot and North Dumfries.

**Table 2: Modes of Transportation to Work for Residents of Waterloo Region, 2006**

Name	Vehicle as Driver	Vehicle as Passenger	Public Transit	Walk	Cycle	All Other Modes
<b>Waterloo Region</b>	<b>189,495</b>	<b>22,415</b>	<b>10,965</b>	<b>12,230</b>	<b>3,840</b>	<b>1,915</b>
Cambridge	49,400	5,980	2,190	2,015	565	400
Kitchener	81,015	10,245	6,440	4,875	1,360	815
Waterloo	37,150	4,460	2,270	3,740	1,525	385
North Dumfries	4,200	280	15	195	10	55
Wellesley	2,950	285	10	255	30	135
Wilmot	7,440	595	15	360	80	35
Woolwich	7,340	565	25	795	270	95

Source: Statistics Canada, Census 2006

Although the absolute number of people driving to work in a car, truck or van has increased over five years, more *sustainable modes of transportation* have seen a notable rate of growth. Table 3 shows that from 2001 to 2006, the mode of transportation with the largest percentage increase was cycling, increasing Region-wide by 59%, followed by public transit increasing by 35%. More sustainable modes of transportation

accounted for 12% of the modal split in 2006, up from 10% in 2001. Woolwich Township saw the largest increase between census years in terms of rate of use of sustainable modes of transportation, due mainly to an increase in the number of people cycling to work. Driving to work in a vehicle was the only mode of transportation that had a decrease from 2001 to 2006 in terms of its percentage share of the modal split.

**Table 3: Modal Splits 2001 and 2006**

	2001		2006		Change	
	Total	% Share	Total	% Share	Absolute	Percent
Driver	177,050	81%	189,495	79%	12,445	7%
Passenger	17,415	8%	22,415	9%	5,000	29%
Public Transit	8,100	4%	10,965	5%	2,865	35%
Walk	10,750	5%	12,230	5%	1,480	14%
Cycle	2,420	1%	3,840	2%	1,420	59%
All Other Modes	1,620	1%	1,915	1%	295	18%

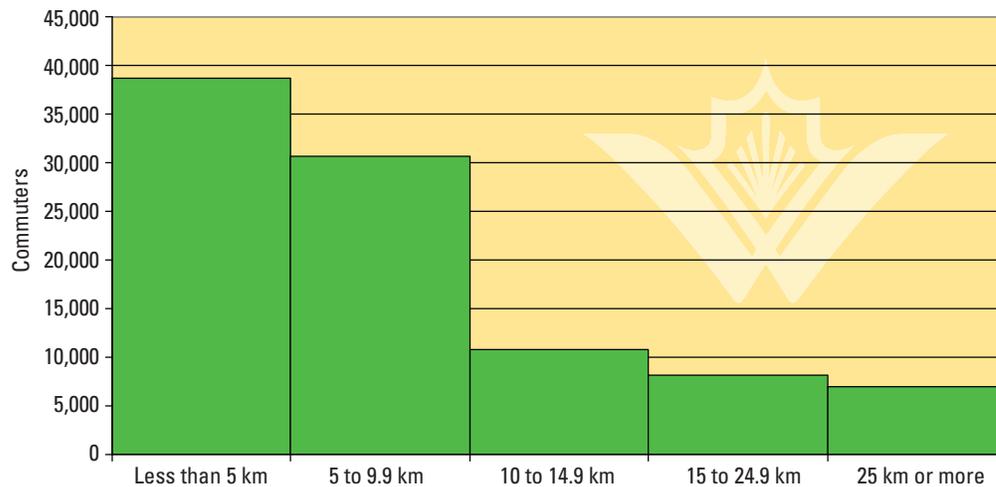
Source: Statistics Canada, Census 2006



## Commuting Distance

Only 25% of commuters in the *Kitchener Census Metropolitan Area (CMA)* traveled more than 10 kilometers to work each day, as revealed in Figure 2. This trend is similar to data which finds just over one quarter of the employed labour force work outside the Region. The median distance traveled for commuters in the Kitchener CMA increased from 5.6 kilometers in 2001 to 5.8 kilometers in 2006, following trends across the country which showed people are traveling further from home to work. However, the median commuting distance for the Kitchener CMA is well below the median of 8.7 kilometers for Ontario and 7.6 kilometers for Canada. Nationally, residents in Ontario had the highest median travel distance.

**Figure 2: Kitchener CMA Commuting Distance to Work, 2006**



Source: Statistics Canada, Census 2006



**Total employed labour force** – ‘includes persons 15 years of age and over, who, during the week prior to Census Day, worked for pay, were self employed, worked with out pay in a family farm, business or professional practice, or who were temporarily absent from their job during that week. There is no minimum requirement for number of hours worked in order to be included in the labour force total. As such, the statistics include full time, part time and casual workers.’

**Modal split** – refers to the number or percentage of travelers using a particular type of transportation.

**All other modes** – includes motorcycle and taxicab.

**Sustainable modes of transportation** – includes transit, walking and cycling modes of transportation.

**Greater Toronto Area (GTA)** – refers to the following Census Divisions: Toronto, Peel, Halton, Durham and York.

**Kitchener Census Metropolitan Area (CMA)** – includes only the cities of Cambridge, Kitchener and Waterloo and the townships of North Dumfries and Woolwich.

Source: Statistics Canada Census Dictionary, 2006



Region of Waterloo

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