



NHS BULLETIN

National Household Survey

FAST FACTS

- The term “National Household Survey” (NHS) in this document refers to the National Household Survey of Canada conducted by Statistics Canada between May and August of 2011. This was a voluntary survey sent to 4.5 million households across Canada to gather social and economic information about the population.
- The term “Census” in this document refers to the Census of Population conducted by Statistics Canada. The most recent Census was conducted on May 10, 2011. The Census is designed to provide information about people and housing units in Canada.
- Due to the voluntary nature of the 2011 NHS, caution must be used when interpreting the data. Further, due to changes in data reporting and survey methodology from 2006 and previous census years, direct comparisons, including the calculation of growth rates, percentage and absolute changes, should not be made.
- In contrast to the 2011 Census population of 507,096 for Waterloo Region, NHS data was collected for 499,610 people who were living in private households. It does not include those living in collectives such as nursing homes or group homes.
- Information contained in this document is based on the NHS population 15 years and over (working age) of 406,695 who respond to labour force-related questions.

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

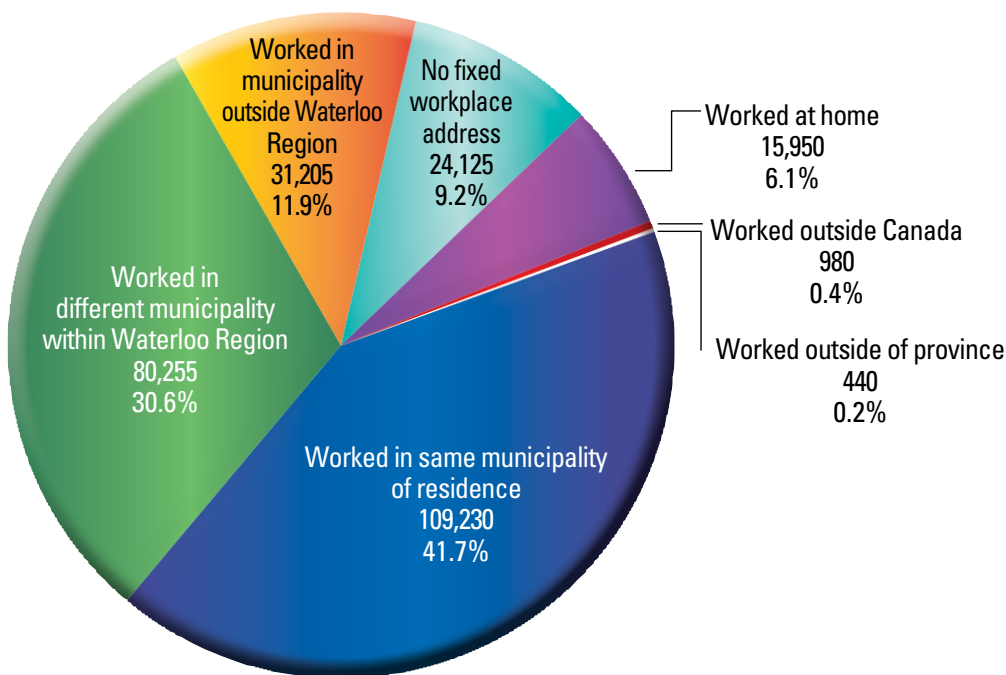
Place of Work and Commuting to Work

Statistics from the 2011 National Household Survey for Waterloo Region

Place of Work Status

Waterloo Region had a strong local labour force in 2011. Of the 263,815 residents aged 15 years and over who were *employed*, approximately 78 per cent worked within the Region, either in their municipality of residence, another municipality within the Region, or from their home. As shown in Figure 1, only 12 per cent of residents worked in a municipality outside the Region, accounting for those who live in the Region but commute elsewhere for work. Those who reported working outside Ontario or Canada made up less than one per cent of the labour force.

Figure 1: Place of Work for Employed Waterloo Region Population, 2011



Source: Statistics Canada, 2011 National Household Survey by Census Division

Those who reported having ‘no fixed workplace address’ represented nine per cent (or 24,125) of the labour force; industries where this is common include construction and transport. Another component of Waterloo Region’s labour force includes those who reported working from home which made up just over six per cent of the labour force in 2011.

Commuting to Work

The National Household Survey also counted the *place of work* population, which accounts for people reporting employment within Waterloo Region, regardless of where they live. In 2011, the place of work population was 241,310. Of this number, approximately 86 per cent also lived within the Region, including those who work from home.

There were more people *commuting* into the Region for work (32,770) than commuting out (31,205). As illustrated in Map 1, areas bordering Waterloo Region contributed higher numbers of commuters than those at a greater distance. Wellington (including Guelph) alone contributed approximately 30 per cent. Other significant contributors were Brant (including Brantford) with 14 per cent, and Oxford with 11 per cent of commuters. Despite their distance, Toronto, Halton and Peel combined to contribute 19 per cent of commuters, while Waterloo Region saw commuters from as far west as Windsor and as far east as Cobourg in Northumberland County.

Guelph was the top destination for those leaving the Region to work in 2011, as shown in Table 1. Overall 37 per cent of those leaving the Region were going to Guelph, while the next most common destinations were Mississauga at 11 per cent and Toronto at eight per cent. Hamilton, Milton, Brampton and Brantford were the other common destinations for commuters leaving the Region.

The distribution of commuters coming into the Region was more evenly spread out. While Guelph was again at the top of the list, it accounted for only 16 per cent, followed by Hamilton with nine per cent, and Brant with seven per cent. Brantford, Blandford-Blenheim and Centre Wellington were also common origins of commuters coming into the Region. Also evident in Table 1 is that far fewer commuters were coming from Toronto, Mississauga and Brampton than were Region residents commuting to those areas.

Map 1: Commuters to Waterloo Region from Southern Ontario Municipalities, 2011

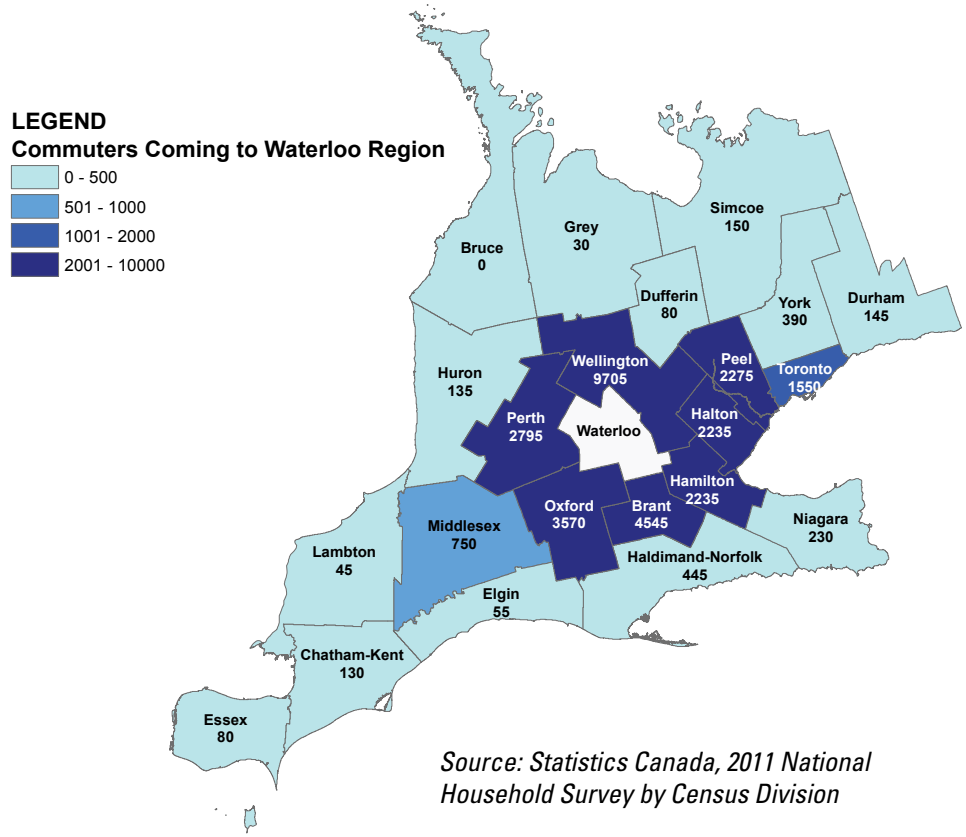


Table 1: Top Destinations and Origins for Commuters, 2011

Commuters LEAVING Waterloo Region		Commuters COMING TO Waterloo Region	
Guelph	11,530	Guelph	5,345
Mississauga	3,545	Hamilton	2,915
Toronto	2,585	Brant	2,400
Hamilton	1,650	Brantford	2,145
Milton	1,390	Toronto	1,550
Brampton	1,150	Blandford-Blenheim	1,475
Brantford	1,010	Centre Wellington	1,465
Puslinch	970	Mississauga	1,445
Stratford	870	Mapleton	1,295
Woodstock	770	Perth East	1,165
Burlington	670	Woodstock	1,085
Centre Wellington	645	Milton	835
Guelph-Eramosa	590	North Perth	770
Oakville	520	Brampton	755
London	450	Stratford	755
Brant	440	London	730
Vaughan	390	Burlington	640
Halton Hills	220	East Zorra-Tavistock	605
Mapleton	215	Puslinch	525
North Perth	200	Oakville	500

Source: Statistics Canada, 2011 National Household Survey by Census Division

Mode of Transportation to Work

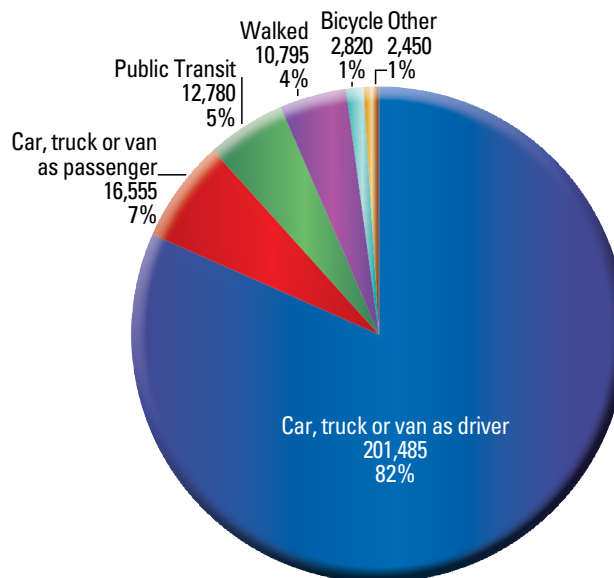
The majority of Waterloo Region residents indicated they drove a vehicle to work as their primary *mode of transportation* in 2011. Approximately 201,480 residents (or 82 per cent) used this mode while the next closest was as passenger in a car, truck or van at seven per cent, as illustrated in Figure 2. For the *sustainable modes of transportation*, five per cent of Region residents used public transit, while a combined 5.5 per cent of residents either walked or rode a bicycle.

Those driving to work in Waterloo Region were most likely driving alone. As shown in Table 2, 74 per cent of all Region residents traveling to work drove alone in a car, truck or van. Approximately two per cent of residents indicated they were in a carpool of three or more people, as either driver or passenger, while 12 per cent drove with one other person.

The rates for mode of transportation in the Region were similar to those of the province, with Ontario seeing a greater overall proportion of public transit use (14 per cent) and fewer (73 per cent) in the 'car, truck or van as driver' mode. For the other categories (passenger, walked, bicycle, and other) the Region was within a per cent of the provincial proportions. Waterloo Region reported a higher proportion of residents using car, truck or van as driver than Ontario in 2011, while having a lower proportion of use of public transit. For all other modes of transportation listed the Region is very similar to the province by proportion.

When compared to other municipalities, Waterloo Region's modes of transportation totals are indicative of an area with both urban and rural populations. For example Toronto had far fewer people using car, truck or van as driver by proportion, and far more using public transit, indicative of an entirely urban population with greater access to public transportation. Municipalities such as Middlesex (including London), Niagara and Halton, which have both urban and rural populations, were much more comparable to Waterloo Region in all modes transportation including public transit.

Figure 2: Mode of Transportation to Work for Employed Population 15 years and over in Waterloo Region, 2011



Source: Statistics Canada, 2011 National Household Survey by Census Division

Table 2: Car, Truck or Van as Mode of Transport for Employed Population 15 years and over in Waterloo Region, 2011

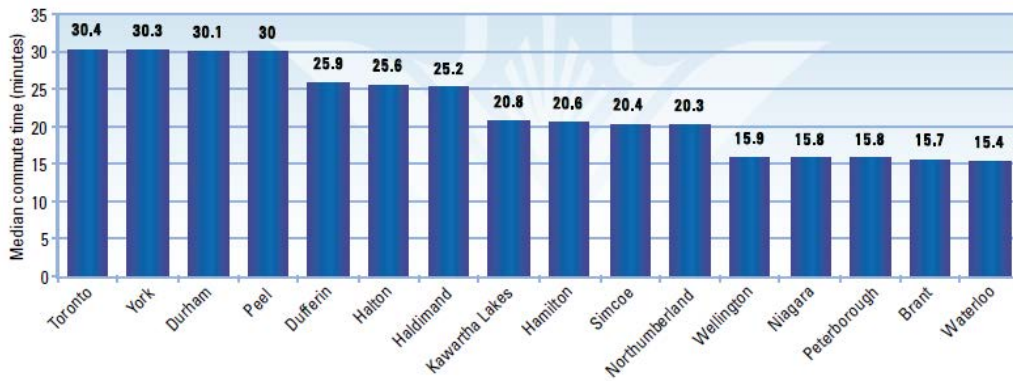
Mode of Transportation	Total	Percentage of mode of transport total
Car, truck or van as a driver	201,480	-
Drove alone	183,355	74%
2 people	15,820	6%
3 or more people	2,305	1%
Car, truck or van as a passenger	16,555	-
2 people	14,645	6%
3 or more people	1,910	1%

Source: Statistics Canada, 2011 National Household Survey by Census Division

Commuting Time and Distance

Waterloo Region residents reported low commute times compared to other municipalities in 2011. Waterloo had the lowest median commute time in the Greater Golden Horseshoe at 15.4 minutes, as shown in Figure 3. Median commute times for rural areas such as Dufferin, Haldimand, and Northumberland were all 20 minutes or higher, while Hamilton, whose population size is similar to Waterloo Region's, had a median commute time of 20.6 minutes. Municipalities that are farther away from Toronto geographically tended to have median commute times more comparable to Waterloo's, including Niagara, Peterborough and Brant which were all within a minute of the Region's time. Waterloo Region also had a lower average commute time than the overall Ontario average of 20.8 minutes.

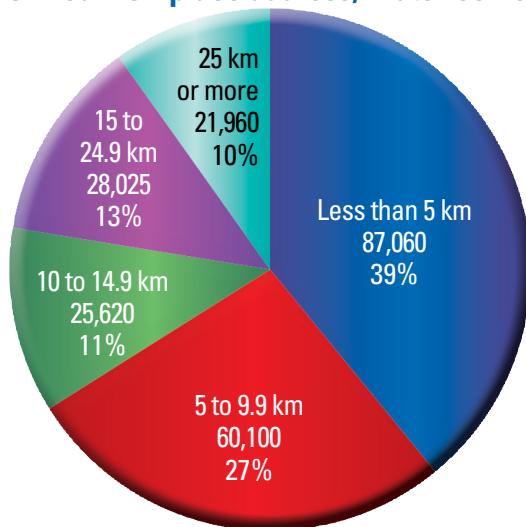
Figure 3: Median Commute Times for Greater Golden Horseshoe Municipalities, 2011



Source: Statistics Canada, 2011 National Household Survey by Census Division

In addition to low commute times, many Region residents were traveling a short distance for work in 2011. Approximately 40 per cent of the Region’s employed labour force had a commute of less than 5 km while another 27 per cent had a commute of 5 to 9.9 km, suggesting many who are employed are working within or close to their municipality of residence. Those who are commuting 25 km or more made up 10 percent, with just over half of these commuting 50 km or more for work. At the national level 36 per cent of the employed population are commuting less than 5 km, which is comparable to the Region’s proportion, however a higher proportion (14 per cent) are commuting 25 km or more.

Figure 4: Commuting Distance for Population 15 years and over having a usual place of work or no fixed workplace address, Waterloo Region, 2011



Source: Statistics Canada, 2011 National Household Survey by Census Division

For further information please contact:



Region of Waterloo

**Planning, Development
and Legislative Services**

Planning Research and Analytics

www.regionofwaterloo.ca

planninginfo@regionofwaterloo.ca

519-575-4400 TTY: 519-575-4608

Commuting – “To travel a certain distance between one’s place of residence to a regular place of work.”

Employed – “Persons who, during the week of Sunday, May 1 to Saturday, May 7, 2011: (a) did any work at all at a job or business, that is, paid work in the context of an employer-employee relationship, or self-employment. It also includes persons who did unpaid family work, which is defined as unpaid work contributing directly to the operation of a farm, business or professional practice owned and operated by a related member of the same household; (b) had a job but were not at work due to factors such as their own illness or disability, personal or family responsibilities, vacation or a labour dispute. This category excludes persons not at work because they were on layoff or between casual jobs, and those who did not then have a job (even if they had a job to start at a future date).”

Mode of transportation – “Refers to the main mode of transportation a respondent uses to travel between his or her home and his or her place of work.”

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.

Sustainable modes of transportation – “Includes transit, walking and cycling modes of transportation.” (Statistics Canada, 2006)”

Source: Statistics Canada National Household Survey Dictionary, 2011

How to Source:

The Regional Municipality of Waterloo. Place of Work and Commuting to Work National Household Survey Bulletin. 2011 NHS Bulletin Series. Kitchener, Ontario. 2014.

For more information on how information was collected on place of work and commuting for the National Household Survey please consult the Journey to Work Reference Guide:

www12.statcan.gc.ca/nhs-enm/2011/ref/guides/99-012-x/99-012-x2011008-eng.pdf