



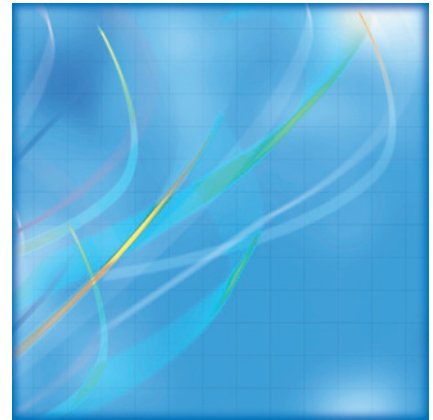
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2001 Census: analysis series

Where Canadians work and how they get there

This document provides detailed analysis of the 2001 Census of Population data released February 11, 2003.

To access the complete report, including colour maps, charts and tables, please consult Statistics Canada's website (www.statcan.ca). On the home page, choose Census.





Statistics Canada
Census Operations Division

2001 Census: analysis series

Where Canadians work and how they get there

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Where Canadians work and how they get there

Where Canadians work	5
Majority of growth in employment found in suburban municipalities of metropolitan Areas.....	5
Commuting patterns becoming more complex within census metropolitan areas	5
Work at home stable while working outside the country increases	7
How Canadians get to work	8
More Canadians on the road to work	8
Taking public transportation.....	9
Going by car	10
Getting to work on foot or bicycle	12
Selected census metropolitan areas	13
St. John's	13
Halifax	14
Montréal	14
Ottawa-Hull	15
Oshawa.....	16
Toronto.....	16
Hamilton.....	17
Winnipeg.....	17
Calgary.....	18
Vancouver.....	18
Victoria	19
Methodology	20
Definition of the labour force.....	20
Municipal restructuring for the 2001 Census	20
Tables	21

Where Canadians work

Majority of growth in employment found in suburban municipalities of metropolitan areas

Data from the 2001 Census show that workers are no longer concentrated primarily in core municipalities, but are spreading across suburban municipalities. Many more workers are now located in these surrounding municipalities, which is leading to changing urban dynamics, including commuting patterns.

According to the census, the employed population whose usual place of work was within a census metropolitan area in 2001 was 7.9 million, an increase of 1.5 million over 1981. However, only about 25% of the new employed workers were located in the central municipalities, as many industries have created hubs of employment in suburban municipalities. As a result, the percentage of employed workers in the central municipalities dropped from 71% to 62% between 1981 and 2001.

The number of workers in suburban municipalities has, in fact, been growing at a much faster pace over the last 20 years than those working in core municipalities. In 1981, about 1.8 million people worked in suburban municipalities. By 2001, this number jumped by 63% to 3.0 million. In contrast, the number of workers in the central municipalities increased only 7% during this 20-year period, from 4.6 million in 1981 to 4.9 million in 2001.

This phenomenon was observed in most census metropolitan areas. In seven – Sherbrooke, Toronto, Windsor, Winnipeg, Regina, Calgary and Vancouver – the number of workers in suburban municipalities more than doubled during the past two decades. In most of these seven census metropolitan areas, there was little or no growth in the number of workers in the central municipalities. The two exceptions were Windsor, where they grew 18%, and Calgary, where they increased 34%.

Between 1981 and 2001, the central municipality outgrew the suburban municipalities in terms of workers in only four of the 27 census metropolitan areas: Chicoutimi-Jonquière, Kingston, London and Abbotsford. However, only Abbotsford showed significant growth in the core municipality, as the number of its workers more than doubled from 13,100 to 27,200. The surrounding municipalities of Abbotsford grew by only 59% during this 20-year period.

Commuting patterns becoming more complex within census metropolitan areas

Commuting patterns in Canada have become more complex as a result of higher population growth in suburban municipalities, coupled with workers becoming more spread out over census metropolitan areas.

More and more people are working within their own suburban municipality, while others are travelling to these areas, in some cases reversing the traditional commute downtown.

Shift in commuting patterns towards suburban municipalities

The large growth in workers employed in suburban municipalities between 1981 and 2001 has shifted the commuting patterns within census metropolitan areas towards these surrounding areas.

Excluding workers commuting within their own municipality, in 1981 about one million workers travelled to a suburban municipality. This is about the same number as those who commuted to core municipalities.

From 1981 to 2001, the number of workers travelling to a suburban municipality increased a dramatic 74% to 1.8 million, while those commuting to the central municipality rose by only 28% to 1.3 million. These two streams were almost equal in 1981, but since then they have diverged significantly. By 2001, commuters to suburban municipalities outpaced those travelling to the core municipalities by 42%.

Of those who commuted to the surrounding municipalities in 2001, about two-thirds came from another surrounding municipality and one-third from the core municipality. The 1.2 million workers commuting from one suburban municipality to another in 2001 represent a 91% increase since 1981.

Over one million of the 1.2 million workers commuting to a different surrounding municipality lived in four census metropolitan areas: Montréal (462,000), Toronto (272,000), Vancouver (247,000) and Québec (89,000). In these four cities, the movements among suburban municipalities outnumbered all other commuter pattern flows, including those to and from the core municipality.

In 2001, there were 2.2 workers commuting to core municipalities for every worker travelling in the other direction to suburban municipalities. This was down from a ratio of 2.5 in 1981. The ratio declined in most census metropolitan areas. However, the high growth in workers commuting to the municipality of Calgary increased its ratio from 3.6 to 4.6.

Net inflow of workers into census metropolitan areas

The range of urban commuting patterns includes the flow of workers across census metropolitan area boundaries, either entering or leaving. Census data show that, in 2001, there were 245,100 more workers working in census metropolitan areas than living in those areas.

In terms of both numbers and percentage of resident workers, Toronto experienced the highest net inflows. About 162,000, or 7%, of its workers commuted from outside the census metropolitan area, many from neighbouring Hamilton (55,000), Oshawa (52,400) and Kitchener (10,000).

Kingston, with a net inflow of 6% of its workers, ranked second, although the net inflow of 4,300 was very low in comparison.

Five metropolitan areas net exporters of workers

At the same time, five census metropolitan areas were exporters of workers in 2001. That is, these areas had more workers living there than working there. Three of these were found in the extended Golden Horseshoe and contributed to the large inflow of workers to the census metropolitan area of Toronto.

Oshawa exported the equivalent of one in four workers to another region, mostly to Toronto located just to the west. The ratio for Hamilton was one in 10, with workers commuting primarily down the Queen Elizabeth Way, again to Toronto.

The proportion of workers commuting out of St. Catharines-Niagara was much smaller relatively, representing only about 4% of workers. Abbotsford had a net loss of 9,200 workers, or about 15% of its workers, mostly to Vancouver. Sherbrooke lost slightly more than 1,000 workers, less than 2%.

Commuting to work: one out of eight people travels more than 25 kilometres

Canadians are travelling farther to get to their usual workplace locations in 2001 than in 1996. The median commuting distance was 7.2 km in 2001, compared with 7 km in 1996.

Women travelled shorter distances than men to reach their usual workplace locations (6.4 km compared with 8.2 km).

In general, Canadian workers did not travel very far to work in 2001. However, the distances varied widely from region to region.

The census showed that of the 12.2 million workers who commuted to their usual workplace locations, some 1.6 million travelled over 25 kilometres. They made up 13% of all workers or one person in eight, roughly the same proportion as in 1996.

Just under one-third (31%) of the workers in the Oshawa census metropolitan area, east of Toronto, travel more than 25 km to reach their workplace locations. This proportion is more than double the national average and higher than any other large urban area.

Hamilton, just west of Toronto, and Abbotsford, which is close to Vancouver, reported commuting distances much higher than other census metropolitan areas of similar population. In Abbotsford, one worker in four commutes more than 25 km to get to work, while in Hamilton this ratio is 1 in 5.

The median distances travelled to work in 2001 were greater in the most populous census metropolitan areas. In those large cities, the available choices of places to live are more widely scattered geographically, while workplace locations, though denser, also tend to be distributed over a wider area.

As a result, three of the five metropolitan areas with the longest commuting distance were Toronto (9.2 km), Montréal (7.9 km) and Ottawa-Hull (7.8 km).

Work at home stable while working outside the country increases

The proportion of people working at home remains steady

According to the 2001 Census, more Canadians chose to work at home over the last five years instead of making a daily trek to work. However, the proportion of people working at home remained essentially unchanged.

A total of 1,175,000 people reported working at home during the week preceding the census, compared to just over 1 million five years earlier. These people made up 8% of all workers, the same proportion as in 1996.

About 23% of this group, nearly 269,000 people, lived and worked on farms. A significant proportion of those who worked at home (7%) were early childhood educators and assistants or babysitters, nannies and parent's helpers.

Working at home: a growing urban phenomenon

The 2001 Census showed that, over the last 20 years, working at home has become an increasingly urban phenomenon.

The proportion of people working at home in census metropolitan areas rose, while the proportion of people working at home outside those areas declined.

Of the 907,730 people who worked at home in 2001 (excluding agricultural workers), about 576,600, or 64%, lived in a census metropolitan area. In 2001, people working at home accounted for 6% of all workers in metropolitan areas, double the proportion in 1981.

The three metropolitan areas with the highest proportions of at-home workers were in British Columbia

About 9% of Victoria's 155,110 workers stayed home to work. In Abbotsford and Vancouver, the proportion was 8%.

In the Toronto metropolitan area, some 148,830 people worked at home, but they made up only 6% of the employed labour force.

More Canadians are working outside the country

Between 1996 and 2001, many more Canadians reported that they usually worked outside the country. Some 68,520 people, or 0.5% of the employed labour force, said they worked outside Canada. This is an increase of 39.1% from the 49,275 people who did so in 1996. Not surprisingly, areas close to the United States border had the largest number of Canadians working outside the country.

A tenth of these workers were truck drivers, while others were computer analysts and consultants or registered nurses.

The largest provincial increase was recorded in Nova Scotia. The number of people in that province who were working outside Canada more than doubled from 1,125 in 1996 to 2,260 in 2001. Many of these workers are members of the Canadian Armed Forces. There is a large military base in the Halifax area.

Between 1996 and 2001, the number of Ontarians who reported working outside Canada grew by 42%, from 23,840 to 33,935, according to the census.

These workers in Ontario accounted for half of the 68,520 Canadians working outside the country's borders in 2001.

A total of 6,975, or 10%, of those working outside Canada, lived in the census metropolitan area of Windsor. They made up about 5% of Windsor's employed labour force, the largest proportion in any metropolitan area.

Of the 2,255 nurses who worked outside Canada in 2001, 1,160, or about half, lived in Windsor.

How Canadians get to work

More Canadians on the road to work

More Canadian commuters used public transportation to get to work in 2001 than in 1996, according to new data from the 2001 Census.

Even so, the vast majority still settled behind the wheel for their daily commute. In fact, there were almost 1 million more drivers on the road across Canada on May 15, 2001 than there were on Census Day five years earlier.

The 2001 Census was the second in a row to ask a question on mode of transportation designed to compile data for use in planning urban development and transportation networks. Canadians were asked to report their usual mode of transportation used for getting to work the week before the census.

The census enumerated 13.5 million people in the employed labour force, who travelled to their place of work, a 10.4% increase from 1996.

Of these individuals, just over 1.4 million people usually travelled to work on some form of public transportation such as bus, streetcar, subway, light-rail transit, commuter train, or ferry. About 10.5% of employed Canadians used public transportation to get to work in 2001, up marginally from 10.1% in 1996.

On the other hand, more than 9.9 million people drove to work in a car, truck or van. Data from the 2001 Census show that nearly 74% of Canadian commuters drove to work in 2001, up from 73.3% in 1996

Internationally, Canada ranked third among six major developed nations for use of public transportation among workers, behind the United Kingdom (14%) and France (11%). Just over one in every 10 Canadians regularly used public transportation to get to work in 2001. Use of public transportation was twice as high among workers in Canada as it was in the United States and New Zealand, each at 5%. Canada's proportion of 10.5% also surpassed that of Australia (8%).

At the same time, Canadian workers were less likely than workers in New Zealand (76.4%) or the United States (83.8%) to drive to work, but were more likely than the French (65.7%) or the British (70.4%). Canada, at 73.8%, had about the same proportion of its working population that usually drove to work as Australia.

In 2001, the proportion of workers who rode to work as passengers in a car, truck or van decreased to 6.9% from 7.4% in 1996.

Combined, more workers walked and bicycled to work in 2001 than rode as a passenger, despite a decrease in the proportion of employed people walking to work. About 6.6% of all employed Canadians walked to work in 2001, down slightly from 7.0% in 1996. The proportion of employed Canadians who cycled to work increased marginally to 1.2% in 2001 from 1.1% in 1996.

Taking public transportation

Women and young workers use public transportation most

Women and young adults comprised the largest share of Canadian workers who regularly travelled to work using public transportation.

A total of 835,200 women reported using public transportation in 2001, compared with 571,400 men. These women represented 13% of the employed female labour force that travelled to work, the same proportion as in 1996, while male riders represented 8.0% of employed men who travelled to work, up slightly from 7.5% in 1996.

Ridership for both men and women peaked in the 20 to 24 age group. About 20% of employed women and 14% of employed men in this age group took public transportation to work.

Quebec and Ontario top the list of public transportation users

Use of public transportation was highest in Canada's two most populous provinces, Quebec and Ontario. About one out of every eight employed people living in both Quebec and Ontario used some form of public transportation to get to work.

In Quebec, nearly 411,200 employed residents used some form of public transportation, representing 12.8% of the province's employed labour force that travelled to work. In Ontario, about 672,300 employed residents used public transportation to get to work, about 12.7%.

The third highest rate of public transportation usage was in Manitoba where about 45,000 workers used it regularly, 9.1% of the employed labour force.

British Columbia incurred the biggest decline in the proportion of workers using public transportation. About 128,200 workers living in British Columbia used public transportation in 2001, representing 7.5% of the employed labour force that travelled to work, down from 8.8% in 1996. A bus strike in Vancouver at the time of the census could explain some of this decline.

Public transportation ridership greatest in Canada's largest urban centres

In general, the largest census metropolitan areas had the highest share of public transit use among their employed workforce, and the lowest proportions of people driving to their job in 2001. This is not surprising given that these are among the highest populated census metropolitan areas in Canada and have well-established transportation infrastructures.

More than one-fifth (22%) of Toronto's working population, or nearly 504,000 people, travelled to work by public transit, the highest proportion among all census metropolitan areas. Just over 65% of workers drove to work in Toronto.

In Montréal, just under 22% of workers, or about 343,000, used some form of public transportation to get to work, while 66% drove.

In Ottawa-Hull (now known as Ottawa-Gatineau), almost 19%, or 97,000 people, used some form of public transportation, which was the third highest proportion among these large urban centres. On the other hand, less than 65% of workers usually drove to their job in 2001, the lowest proportion among all census metropolitan areas.

Use of public transportation was up in 17 out of the 27 census metropolitan areas. The largest increase occurred in the census metropolitan area of Oshawa, where the proportion of workers travelling to work by public transportation rose slightly from 5.6% in 1996 to 7.1% in 2001. Montréal saw a similar increase as 21.7% of employed people living in Montréal commuted to work using public transportation in 2001, up from 20.3% in 1996.

On the other hand, after Vancouver, Winnipeg had the highest decrease in the proportion of employed residents using public transportation for their daily commute, down to 13.2% in 2001 from 14.4% in 1996. Vancouver's proportion fell from 14.3% in 1996 to 11.5% in 2001. However, a bus strike in Vancouver at the time of the census likely explains some of this decline.

Going by car

Men still more likely to drive to work though numbers for women on the rise

According to 2001 Census data, male drivers represented 79% of all employed men in the labour force who travelled to work, while women drivers accounted for 68% of all female workers. About 5.6 million employed men drove to work in 2001 compared to about 4.3 million employed women.

However, women accounted for more than one-half of the 1 million additional people who drove to work in their automobile from 1996 to 2001. About 548,300 of these additional drivers were women, while about 449,200 were men.

In total, the number of employed women who drove to work in 2001 increased by 14.6% from five years earlier. The number of employed men who drove increased by 8.7% between 1996 and 2001.

More than 85% of men aged 45 to 64 drove to work, the highest proportion of any age group. The highest proportion among women was in the age group 35 to 44, where three-quarters drove to work.

Relatively fewer passengers on the road

The increase in proportions of people driving to work can be partly explained by the decrease in proportions of workers who commuted to work as passengers in a car, truck or van between 1996 and 2001. About 6.9% of workers rode as a passenger in 2001, down from 7.4% in 1996.

Far more women than men rode to work as passengers in 2001. Of the 924,200 people who reported to the census that they caught a ride to work, nearly 60% or 549,500 were women.

Women who rode to work as passengers in 2001 accounted for about 8.7% of all employed women, down from 9.7% in 1996. Their male counterparts accounted for 5.2% of the employed male labour force in 2001, down marginally from 5.4% in 1996.

Workers in older age groups were much less likely to ride as passengers than their younger counterparts. The proportion of male workers who rode as passengers to work dropped below the 5.2% share of all employed men after age 24 and continued to decline until age 65.

Likewise, the proportion of female workers who rode as passengers to work dropped below the 8.7% share of all employed women after age 24. However, the proportions began to rise again after age 44. A senior female worker was nearly as likely as a female worker aged 20 to 24 to ride as a passenger to work in 2001.

Quebec only province with relatively fewer drivers

Driving was by far the preferred way of getting to work in all provinces and territories in 2001, except Nunavut. In Canada's newest territory, only one-fifth (20%) of the employed labour force drove to work on a regular basis.

Only three provinces – Quebec, Ontario and Manitoba – had rates below the national rate of 73.8%, and just barely at that. Not surprisingly, the rates of public transportation use were highest in these three provinces.

Manitoba had the smallest proportion of workers who drove to work in 2001 (72.4%), followed closely by Ontario with 72.6%.

Quebec was the only province in which the proportion of workers who drove to work declined, albeit marginally. In 2001, 72.9% of Quebec's employed labour force drove to work, down from 73.1% in 1996. This decline occurred despite the fact that there were almost 205,400 more drivers on Quebec's roads heading to work in 2001.

Prince Edward Island had the highest proportion of workers (81.9%) driving to work for the second consecutive census. Saskatchewan had the second highest (79.7%), followed by New Brunswick (79.6%).

The increase in the proportion of workers driving to their job may be partly explained by a decline in the proportion of workers riding as passengers. Rates for passengers declined in all provinces and the Yukon Territory.

The proportion of people who caught a ride to their job was well above the national average in all four Atlantic provinces.

Eastern Canada had the highest proportion of passengers

The census metropolitan areas of eastern Canada had the highest rates of workers who rode as passengers to work in 2001.

About 12% of workers in St. John's, Newfoundland and Labrador travelled as passengers, the highest proportion. Saint John, N.B., was close behind with just under 11%, followed by Halifax with just under 10%.

The five lowest rates of people who travelled to work as passengers in 2001 were in census metropolitan areas in Quebec. In Trois-Rivières, 4.6% of workers rode as passengers in a car, truck or van to work in 2001. In Montréal, the figure was 4.8%, followed closely by Chicoutimi-Jonquière (now known as Saguenay) with 4.9%, Québec with 5.2% and Sherbrooke with 5.7%.

Getting to work on foot or bicycle

More women walked to work, while men were more likely to bike

According to the 2001 Census the proportion of the employed labour force that walked to work in 2001 fell slightly from 7.0% in 1996 to 6.6%. On the other hand, there was a marginal increase in the proportion of employed workers who bicycled to work, 1.2% in 2001, up from 1.1% in 1996.

Women were more likely to walk to work than men, regardless of age. About 494,900 employed women walked in 2001, 7.9% of the employed female labour force. This compares with about 386,200 men, who represented 5.4% of all employed males in the labour force.

Men who cycled to work outnumbered women almost three to one. Nearly 117,000 men, or 1.6% of all employed men, cycled to work in 2001, compared with just under 46,000 women, or 0.7% of all employed women. Men out-pedalled women in every age bracket.

Men and women in the youngest age groups were more likely to walk or bike to work than older individuals.

The likelihood of cycling to work declines steadily as age increases. Nearly 3% of employed workers aged 15 to 19 cycled to work in 2001, while less than 1% of those aged 65 and over did the same. Among employed males, the decline is more noticeable as the proportion of cyclists travelling to work drops from 4% among 15 to 19 year-olds to 0.4% among those aged 65 and over. The rate among employed women drops from 1.2% to 0.3% for the same age groups.

On the other hand, the likelihood of men and women walking to work drops until age 44, then increases steadily with increasing age. Employed seniors aged 65 and over were just as likely to walk to work as a worker aged 20 to 24. Among employed women, however, a senior aged 65 and over (12.5%) was more likely than her 20 to 24 year-old counterparts (10.6%) to walk to work.

Alternative means of transportation vary across the country

Cycling to work is a growing phenomenon in four provinces. Quebec, Saskatchewan, Alberta and British Columbia all had higher proportions of people pedalling to work in 2001 than they had five years earlier.

The largest proportional increases occurred in Quebec and Saskatchewan. In 2001, 1.2% of all employed people living in Quebec rode their bicycle to work, up slightly from 1.0% in 1996. In Saskatchewan, the proportion increased to 1.6% from 1.4%.

British Columbia and the Yukon had the highest proportions of workers cycling to work in 2001, each with about 2%. Newfoundland and Labrador and Nunavut had the lowest proportions (0.1%).

On the other hand, workers in the three territories were far more likely than those in any of the provinces to walk to work on a regular basis in 2001, especially in Nunavut.

Almost 4,700 employed workers, more than one-half (52%) of the employed labour force in Nunavut, got to work on foot in 2001. About 28% of the employed labour force in the Northwest Territories, and 15% in the Yukon, walked to their job as well.

Five provinces recorded an increase in the number of people walking to work between 1996 and 2001: Nova Scotia, Quebec, Ontario, Alberta and British Columbia.

About 3,800 fewer people walked to work in Saskatchewan, the biggest decline among the provinces. However, with 8.3% of its employed labour force on foot, the rate for this province was well above the national average.

Victoria highest among metropolitan areas for getting to work on foot or bicycle

Proportionally more people walked or cycled to work in Victoria than any other census metropolitan area in Canada.

In Victoria, the proportion of people on foot increased to 10.4% in 2001 from 9.8% in 1996. Another 4.8% pedalled to work, about the same as in 1996. Not surprisingly, more than half of Victoria's workers commuted less than 5 km between home and work on a usual day.

In Kingston, the proportion of people walking to work was the same as Victoria, although it fell marginally from 10.7% in 1996 to 10.4% in 2001. Almost half (47.4%) of the population working in Kingston commuted less than 5 km to work.

Halifax also had a high proportion of workers walking to work in 2001, 10.3%, up from 9.8% in 1996. Although shorter commuting distances could be associated with choosing alternative modes of transportation, just over two-fifths (41.3%) of the population working in Halifax commuted less than 5 km to work.

Selected census metropolitan areas

St. John's

A total of 76,100 people worked in the census metropolitan area of St. John's in 2001, including both workers who lived there and workers who commuted to St. John's, an 8.0% increase from 1996. This increase was slightly below the gain of 11.5% for all 27 census metropolitan areas.

Few workers in St. John's commuted long distances to their usual place of work, compared with other census metropolitan areas. In 2001, only 12% commuted more than 15 km between home and work, whereas nearly one-half, or 47%, had less than 5 km to travel.

St. John's had the highest proportion of resident workers who rode as passengers to work among all census metropolitan areas, 12%, virtually unchanged from 1996.

About 17% of employed women rode as passengers to work, more than double the share of employed men (8%).

Almost 4,000 people worked at home in St. John's in 2001, 5% of the employed population. A decade earlier, only 3,000 worked at home, 4% of the employed population.

Halifax

The 2001 Census counted about 174,700 people who worked in the census metropolitan area of Halifax, whether they were Halifax residents who worked there or were workers who commuted to Halifax, up 7.6% from 1996. This increase was lower than the average gain of 11.5% among all 27 census metropolitan areas.

Halifax imported more workers on any given day in 2001 than any other city in eastern Canada, with a net gain of just over 9,500. This was the difference between those who arrived in Halifax to work and those who left to work elsewhere.

About 13,000 workers commuted to Halifax on a usual basis in 2001, while 3,500 people left the census metropolitan area to work elsewhere. About 1,200 people normally commuted from Truro to Halifax.

Halifax was among the top five census metropolitan areas with the lowest proportion of resident workers who drove to their job. In 2001, 68% of workers living in Halifax drove to work, up from 67% in 1996.

About 9.6% of employed people living in Halifax rode as passengers with someone else driving, down from 10.5% in 1996. St. John's, Newfoundland and Labrador, and Saint John, New Brunswick, were the only other census metropolitan areas with higher proportions of passengers travelling to work.

About 10% of employed people living in Halifax used public transportation to get to work, down from 11% in 1996.

The proportion of Halifax workers who walked to work on a regular basis increased by half a percentage point in 2001 to 10.3% up from 9.8% in 1996.

Almost 10,500 people in Halifax worked at home in 2001, about 6% of the employed workforce. This was an increase from 7,550 a decade earlier, or 5% of employed workers.

Montréal

Just over 1.6 million people worked in the census metropolitan area of Montréal in 2001, including both residents who worked there and workers who commuted to Montréal, up 11.1% from 1996. This rate of growth was just below the average of 11.5% for all census metropolitan areas.

Montréal had a net gain of about 57,100 workers on a usual workday, about 15,200 more than in 1996, the difference between those who arrived for work and those who left. Only Toronto had a higher net gain in 2001.

Most of Montréal's net gain of workers came from areas outside of a census metropolitan area or census agglomeration. However, a high number of workers commuted to Montréal on a regular basis from Saint-Jean-sur-Richelieu (9,900) and Salaberry-de-Valleyfield (3,700).

Workers who lived in Montréal in 2001 commuted among the longest distances of all census metropolitan areas. About one-quarter of commuters travelled more than 15 km to get to work in Montréal.

About 66% of Montréal residents drove to work in 2001, the third lowest proportion among all census metropolitan areas. Less than 58% of employed women living in Montréal drove to work, compared to 73% of men.

About 22% of workers, or 343,400 people, living in Montréal used public transportation for their daily commute to work, the second highest proportion among census metropolitan areas. This was an increase from 20%, or 287,900 workers, in 1996.

Just over 27% of employed women living in Montréal used public transportation to get to work, compared with nearly 17% of employed men.

About 91,200 people worked at home in 2001, up substantially from 75,200 a decade earlier. These individuals represented about 5% of the employed workforce in both years.

Ottawa-Hull

About 552,400 people worked in the census metropolitan area of Ottawa-Hull in 2001, up 14.1% from 1996, the third largest increase among all 27 census metropolitan areas. This number includes all people who worked in Ottawa-Hull, whether they are residents who work there or are workers who commuted to Ottawa-Hull.

Ottawa-Hull had a net gain of about 28,200 workers on a usual workday in 2001, the difference between those who arrived for work and those who left. Most workers who commuted to Ottawa travelled from areas outside of a census metropolitan area or census agglomeration.

About 65% of the employed labour force living in Ottawa-Hull drove to work on a usual basis in 2001, up from 64% in 1996. This was the lowest proportion among the 27 census metropolitan areas.

Nearly 19%, or 97,300 people, used some form of public transportation to get to work in 2001, the third highest proportion among large centres. This proportion was up from 17% five years earlier.

About 2% of the employed workforce in Ottawa-Hull biked to work, well below the share of 5% in Victoria, British Columbia.

About 75% of the employed labour force living in Ottawa-Hull lived on the Ontario side of the census metropolitan area in 2001, the remaining 25% on the Quebec side.

The 2001 Census counted nearly 68,300 people living in Ottawa-Hull who crossed the Quebec-Ontario boundary to get to their usual place of work. About 51,600 of Quebec residents, or 43% of employed residents living on the Quebec side, crossed the Ottawa River to work on the Ontario side, while 16,700 of employed Ontario residents (5%), did the reverse.

About 63% of those living on the Ontario side of Ottawa-Hull drove to work in 2001, compared to almost 71% of those who lived on the Quebec side. Furthermore, 20% of the employed people living on the Ontario side used public transportation to get to work, compared with only 14% of those living on the Quebec side.

About 32,500 people in Ottawa-Hull worked at home in 2001, 6% of the employed workforce, almost on par with the national average (excluding farm workers). This compares with 25,200, or 5%, a decade earlier.

Oshawa

Between 1996 and 2001, the number of employed people who lived in the census metropolitan area of Oshawa increased at a faster rate than the number of employed people who actually worked within Oshawa.

As a result, Oshawa was one of the few census metropolitan areas that lost far more people during the usual workday than it gained.

About 138,500 people with a usual place of work or who worked at home lived in Oshawa in 2001, up 17.1% from 1996. However, the number of people who actually worked in Oshawa rose only 11.2% to 103,900.

On any usual workday in 2001, Oshawa had a net loss of 34,600 people, the difference between the 55,400 workers who left to work elsewhere and the 20,800 who arrived to work in Oshawa.

About 52,400 of those workers who left went west to the adjacent census metropolitan area of Toronto.

Almost one-third of workers in Oshawa commuted more than 25 km between home and work on a usual basis, the highest proportion of any census metropolitan area. An additional 12% commuted between 15 km and 25 km.

More people living in Oshawa used public transportation for their commute to work. About 7% of the workers who lived in Oshawa used public transportation, compared with just under 6% in 1996.

The proportion of Oshawa's employed residents who commuted to work by car, either as a driver or as a passenger, fell to 88% in 2001 from 89% in 1996.

About 7,200 people in Oshawa worked at home in 2001, just under 5% of the employed workforce. This compares with 4,450, or 4% of employed workers, a decade earlier.

Toronto

A total of 2.4 million people worked in the census metropolitan area of Toronto in 2001, including both residents who worked there and workers who commuted to Toronto, a 16.1% increase from 1996.

This growth rate, second only to the gain experienced by Calgary, was well above the average increase of 11.5% for all 27 census metropolitan areas. Nearly 18% of all Canadian workers worked in Toronto in 2001, 1.1% more than in 1996.

Toronto had by far the biggest net gain of workers during the daily commute of all census metropolitan areas. On a usual workday, 162,540 more people arrived in Toronto to work than left. This was an increase of more than 35,000 from 1996.

About 55,000 people commuted from Hamilton to Toronto, 52,400 from Oshawa and 20,100 from Barrie.

Just over one-fifth (22%) of workers who lived in Toronto took some form of public transportation to work on a usual workday in 2001, virtually unchanged from five years earlier. This was the highest proportion among all census metropolitan areas.

About 65% of workers living in Toronto drove to work, relatively unchanged from 1996. This is the second lowest proportion of drivers for all census metropolitan areas; Ottawa-Hull was lowest.

About 148,800 people reported working at home in Toronto in 2001, representing 6% of the employed workforce. This was higher than the level of 107,100 in 1991, or 5% of employed workers.

Hamilton

Between 1996 and 2001, the number of workers who lived in the census metropolitan area of Hamilton increased at a faster rate than the number of employed people who actually worked within Hamilton.

As a result, Hamilton was one of the few census metropolitan areas that lost far more people during the usual daily commute than it gained.

About 298,000 people with a usual place of work or who worked at home lived in Hamilton in 2001, up 9% from 1996. However, the number of people who actually worked in Hamilton rose only 6.2% to 265,700.

On any usual workday in 2001, Hamilton had a net loss of 32,300 people, the difference between the 68,600 workers who left to work elsewhere and the 36,300 who arrived to work in Hamilton. This was the second largest deficit for a metropolitan area in 2001 behind Oshawa.

About 55,000 workers left Hamilton to work in Toronto on a usual workday. At the same time, about 3,300 left to work in St. Catharines-Niagara, 2,800 to Kitchener, 2,300 to Brantford and 1,200 to Guelph.

Nearly one-fifth (19%) of Hamilton workers commuted more than 25 km between home and their usual place of work.

About 8% of workers living in Hamilton used some form of public transportation for their commute to work in 2001, relatively unchanged from 1996. About 5.8% of employed men living in Hamilton used public transportation for their daily commute, compared to 10.4% of employed women.

More than three-quarters (78%) of the employed workforce living in Hamilton usually drove to work. The proportion of men who did so declined marginally to just under 83% in 2001. However, the proportion of women who usually drove to work increased to 73% from 72% in 1996.

Some 18,150 people in Hamilton reported working at home in 2001, representing almost 6% of employed workers. This was an increase from 13,200 in 1991, or about 5%.

Winnipeg

About 326,400 people worked in the census metropolitan area of Winnipeg in 2001, including those workers who lived there and workers who commuted to Winnipeg, up 5.7% from 1996. This rate was much less than the average increase of 11.5% for all 27 census metropolitan areas.

Winnipeg had a net gain of about 7,300 workers on a regular workday in 2001, the difference between those who arrived to work and those who left, about the same as in 1996. Most of the 16,400 people who usually commuted to Winnipeg to work came from areas outside of a census metropolitan area or census agglomeration.

Most workers in Winnipeg commuted short distances to their usual place of work. Less than one-tenth of workers in Winnipeg commuted more than 15 km in 2001.

Winnipeg and Saskatoon had the highest increase in proportion of drivers between 1996 and 2001. In 2001, 70% of workers living in Winnipeg drove to work, up from 68% five years earlier.

About 13% of workers living in Winnipeg commuted to work using some form of public transportation, down from 14% in 1996. Even so, this proportion put Winnipeg among the top five census metropolitan areas with the highest proportions of its resident employed labour force that used public transportation.

About 8% of workers living in Winnipeg travelled to work as passengers in a car, truck or van – 12% of women compared with only 5% of men.

About 15,700 people in Winnipeg reported working at home in 2001, up only slightly from 15,400 in 1991. In both years, these people represented about 5% of the employed workforce.

Calgary

About 485,500 people worked in Calgary in 2001, including residents who worked there and workers who commuted to Calgary, up 20.1% from 1996. This was the highest increase of all census metropolitan areas, well above the rate of 11.5% for all 27 census metropolitan areas.

Calgary had a net gain of about 9,000 workers on a regular workday in 2001, about 2,100 more than in 1996. This was the difference between those who arrived to work and those who left.

About 14,400 people who arrived to work in Calgary came from areas outside of a census metropolitan area or census agglomeration. On the other hand, about 1,000 workers commuted from Edmonton to their usual place of work in Calgary.

A slight majority (53%) of Calgary workers commuted between 5 km and 15 km. Only 5% commuted more than 25 km.

In 2001 the proportion of the employed workforce living in Calgary who drove to work declined slightly from 73% in 1996 to 72%.

Census data showed public transportation became more popular in Calgary since the last census five years ago. The proportion of workers living in Calgary who used some form of public transportation rose from 12.6% to 13.2%. This put Calgary among the top five census metropolitan areas for public transportation use.

About 36,600 workers in Calgary reported working at home in 2001, almost 7% of the employed workforce, one of the highest proportions in the country and well above the national average. This was an increase from 23,300 in 1996, or 6% of employed workers.

Vancouver

About 901,800 people worked in the census metropolitan area of Vancouver in 2001, including residents who worked there and workers who commuted to Vancouver, up 8.9% from 1996. This growth rate was lower than the 11.5% increase among all 27 census metropolitan areas.

Vancouver had a net gain of about 18,100 workers on a usual workday, about 1,900 more workers than in 1996. This included the 12,600 workers who left Vancouver to work elsewhere and the 30,700 who arrived to work in Vancouver.

About 17,600 workers commuted from Abbotsford to Vancouver each workday in 2001, while almost 6,000 people made the reverse commute from Vancouver to Abbotsford.

One-quarter of Vancouver's workers commuted more than 15 km between home and their usual place of work in 2001, while slightly more than one-third travelled less than 5 km.

Vancouver was among the top five census metropolitan areas with the highest proportion of resident workers who bicycled to work. In 2001, 1.9% of the employed workforce living in Vancouver cycled to work, up from 1.7% in 1996.

In addition, about 6.5% of workers living in Vancouver walked to work, up from 5.8% in 1996.

About 72% of workers in Vancouver drove to work in 2001. About 78% of employed men living in Vancouver drove to work in 2001 compared to 66% of women.

A four-month bus strike that occurred during the time of the 2001 Census may have had an impact on data on public transportation use. The share of employed workers living in Vancouver that took public transportation to work declined to less than 12% in 2001 from 14% five years earlier.

Just over 77,800 people in Vancouver reported working at home in 2001, representing 8% of the employed workforce, one of the highest proportions in Canada. This was a substantial increase from 55,300 in 1991, or 7% of employed workers.

Victoria

About 142,300 people worked in the census metropolitan area of Victoria in 2001, including residents who worked there and workers who commuted to Victoria, a 4.3% increase from 1996. This growth rate was less than half the 11.5% gain among all 27 census metropolitan areas.

Victoria had a net gain of about 3,000 workers on a regular workday in 2001, the difference between those who arrived there to work and those who left.

Of the nearly 6,100 workers who commuted to Victoria each day, almost one-half, or about 2,900, commuted from areas outside the census metropolitan area or census agglomeration.

More than half of Victoria's workers commuted less than 5 km between home and work on a usual day.

Both Victoria and Kingston had the highest proportion of the resident employed labour force that walked to work in 2001. About 10.4% of the employed labour force living in Victoria got to work on foot, up from 9.8% in 1996.

About 5% of workers living in Victoria cycled to work in 2001, the highest proportion among all census metropolitan areas. Nearly 7% of men pedalled to work, more than double the 3% share among women.

Victoria was among the top five census metropolitan areas with the lowest proportion of resident workers who drove to work. In 2001, almost 68% of workers living in Victoria drove to work, up slightly from 67% in 1996.

Almost 14,000 people in Victoria reported working at home in 2001, 9% of the total employed workforce, the highest proportion of all 27 census metropolitan areas. This was up substantially from 9,800 in 1996, or 7% of employed workers.

Methodology

Definition of the labour force

Labour force information from the census can be reported for several different universes. “The Changing profile of Canada’s labour force” uses the experienced labour force which is defined as: persons who, during the week prior to Census Day, were employed or unemployed, as well as those who worked for pay or in self-employment since January 1 of 2000. This analysis (“Where Canadians work and how they get there”) uses a subset of the experienced labour force, the employed labour force. The employed labour force is defined as: persons who were employed in the week preceding Census Day whether they were at work or absent from work for reasons such as vacation, illness, labour dispute, or other reasons. The experienced labour force universe contains approximately 1.2 million more persons than the employed labour force universe.

Municipal restructuring for the 2001 Census

The geographic reference date for the 2001 Census was January 1, 2001. This date is determined by Statistics Canada for the purpose of finalizing the geographic framework for which census data are collected, tabulated and reported. Municipal restructuring within the province of Quebec, which occurred after this date, is therefore not reflected in any census data release.

Workers in core and suburban municipalities,¹ census metropolitan areas, 1981-2001²

	Number of workers 1981			Number of workers 2001			Percentage change 1981-2001		
	In the CMA	In the core municipality	In suburban municipalities	In the CMA	In the core municipality	In suburban municipalities	In the CMA	In the core municipality	In suburban municipalities
							%	%	%
All CMAs	6,393,060	4,563,045	1,830,020	7,929,555	4,941,205	2,988,360	24.0	8.3	63.3
St. John's	57,470	51,375	6,095	67,895	56,750	11,145	18.1	10.5	82.9
Halifax	124,395	124,395	0	150,920	150,880	35	21.3	21.3	0
Saint John	45,020	39,660	5,360	46,235	40,245	5,985	2.7	1.5	11.7
Chicoutimi-Jonquière ³	43,185	20,740	22,445	55,815	28,095	27,720	29.2	35.5	23.5
Québec	227,405	104,320	123,085	287,385	119,945	167,445	26.4	15.0	36.0
Sherbrooke	45,480	38,930	6,550	55,405	38,310	17,095	21.8	-1.6	161.0
Trois-Rivières	41,885	26,340	15,545	45,345	24,575	20,775	8.3	-6.7	33.6
Montréal	1,237,710	618,140	619,570	1,437,645	626,800	810,850	16.2	1.4	30.9
Ottawa-Hull ⁴	342,050	279,620	62,430	480,500	392,885	87,610	40.5	40.5	40.3
Kingston	48,245	44,785	3,460	55,720	52,190	3,535	15.5	16.5	2.2
Oshawa	61,210	43,270	17,940	75,275	42,630	32,645	23.0	-1.5	82.0
Toronto	1,550,355	1,176,020	374,335	2,006,150	1,178,605	827,550	29.4	0.2	121.1
Hamilton	216,550	177,985	38,565	209,775	153,255	56,520	-3.1	-13.9	46.6
St. Catharines-Niagara	135,495	53,480	82,015	141,025	52,550	88,475	4.1	-1.7	7.9
Kitchener	125,970	61,610	64,360	163,025	66,990	96,035	29.4	8.7	49.2
London	145,070	118,885	26,185	169,935	142,105	27,830	17.1	19.5	6.3
Windsor	95,385	86,475	8,910	124,760	102,100	22,660	30.8	18.1	154.3
Greater Sudbury	62,650	62,650	0	59,740	59,665	75	-4.6	-4.8	0
Thunder Bay	54,470	52,190	2,280	48,065	46,760	1,305	-11.8	-10.4	-42.7
Winnipeg	273,455	271,195	2,260	293,025	285,580	7,445	7.2	5.3	229.4
Regina	78,535	76,995	1,540	84,580	80,085	4,495	7.7	4.0	191.9
Saskatoon	75,540	71,735	3,805	92,590	86,975	5,610	22.6	21.2	47.4
Calgary	315,315	309,410	5,905	428,335	414,235	14,100	35.8	33.9	138.8
Edmonton	350,420	301,740	48,680	404,215	326,730	77,490	15.4	8.3	59.2
Abbotsford	17,095	13,130	3,970	33,555	27,235	6,320	96.3	107.4	59.2
Vancouver	522,330	276,215	246,115	790,850	284,420	506,430	51.4	3.0	105.8
Victoria	100,370	61,755	38,615	121,790	60,610	61,180	21.3	-1.9	58.4

¹ Cities were defined using 2001 census subdivision (CSD) boundaries.

² Population having a usual place of work.

³ Now known as Saguenay.

⁴ Now known as Ottawa-Gatineau.

Commuting to work by type of commute, St. John's census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	57,470	69,110	67,895	18.1	100.0	100.0	100.0
Within the core municipality	31,350	36,230	35,380	12.9	54.6	52.4	52.1
Within a suburban municipality	2,920	5,645	5,280	80.8	5.1	8.2	7.8
From core municipality to suburban municipalities	1,210	2,210	2,880	138.0	2.1	3.2	4.2
From suburban municipalities to core municipalities	20,025	22,170	21,370	6.7	34.8	32.1	31.5
From one suburban municipality to another	1,965	2,855	2,985	51.9	3.4	4.1	4.4

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Québec census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	227,405	281,815	287,385	26.4	100.0	100.0	100.0
Within the core municipality	42,155	43,660	41,290	-2.1	18.5	15.5	14.4
Within a suburban municipality	45,945	56,700	51,085	11.2	20.2	20.1	17.8
From core municipality to suburban municipalities	22,045	26,700	27,325	24.0	9.7	9.5	9.5
From suburban municipalities to core municipalities	62,165	76,760	78,655	26.5	27.3	27.2	27.4
From one suburban municipality to another	55,095	77,995	89,035	61.6	24.2	27.7	31.0

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Montréal census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	1,237,710	1,272,640	1,437,645	16.2	100.0	100.0	100.0
Within the core municipality	300,975	306,220	296,455	-1.5	24.3	24.1	20.6
Within a suburban municipality	176,490	158,120	217,895	23.5	14.3	12.4	15.2
From core municipality to suburban municipalities	123,365	101,470	131,035	6.2	10.0	8.0	9.1
From suburban municipalities to core municipalities	317,165	348,280	330,345	4.2	25.6	27.4	23.0
From one suburban municipality to another	319,715	358,550	461,920	44.5	25.8	28.2	32.1

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Ottawa-Hull¹ census metropolitan area, 1981, 1991 and 2001²

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	342,050	453,015	480,500	40.5	100.0	100.0	100.0
Within the core municipality	300,975	306,220	296,455	-1.5	24.3	24.1	20.6
Within a suburban municipality	176,490	158,120	217,895	23.5	14.3	12.4	15.2
From core municipality to suburban municipalities	15,575	16,685	16,835	8.1	4.6	3.7	3.5
From suburban municipalities to core municipalities	35,965	55,640	61,160	70.1	10.5	12.3	12.7
From one suburban municipality to another	18,165	28,415	32,200	77.3	5.3	6.3	6.7

¹ Now known as Ottawa-Gatineau.

² Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Toronto census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	1,550,355	1,867,050	2,006,150	29.4	100.0	100.0	100.0
Within the core municipality	976,535	925,435	847,540	-13.2	63.0	49.6	42.2
Within a suburban municipality	181,755	248,785	375,500	106.6	11.7	13.3	18.7
From core municipality to suburban municipalities	101,220	146,995	179,950	77.8	6.5	7.9	9.0
From suburban municipalities to core municipalities	199,485	306,215	331,065	66.0	12.9	16.4	16.5
From one suburban municipality to another	91,360	239,620	272,100	197.8	5.9	12.8	13.6

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Edmonton census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	350,420	388,645	404,215	15.4	100.0	100.0	100.0
Within the core municipality	256,135	273,795	267,510	4.4	73.1	70.4	66.2
Within a suburban municipality	20,820	27,670	34,390	65.2	5.9	7.1	8.5
From core municipality to suburban municipalities	15,210	14,445	22,975	51.1	4.3	3.7	5.7
From suburban municipalities to core municipalities	45,605	57,120	59,220	29.9	13.0	14.7	14.7
From one suburban municipality to another	12,650	15,615	21,125	67.0	3.6	4.0	5.0

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Vancouver census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	522,330	720,500	790,850	51.4	100.0	100.0	100.0
Within the core municipality	150,735	155,400	152,495	1.2	28.9	21.6	19.3
Within a suburban municipality	115,985	150,975	186,665	60.9	22.2	21.0	23.6
From core municipality to suburban municipalities	47,665	60,655	73,080	53.3	9.1	8.4	9.2
From suburban municipalities to core municipalities	125,480	141,125	131,925	5.1	24.0	19.6	16.7
From one suburban municipality to another	82,465	212,345	246,685	199.1	15.8	29.5	31.2

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, Victoria census metropolitan area, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	100,370	120,555	121,790	21.3	100.0	100.0	100.0
Within the core municipality	19,995	20,805	20,250	1.3	19.9	17.3	16.6
Within a suburban municipality	15,430	20,640	20,780	34.7	15.4	17.1	17.1
From core municipality to suburban municipalities	7,170	9,095	10,105	40.9	7.1	7.5	8.3
From suburban municipalities to core municipalities	41,760	43,640	40,360	-3.4	41.6	36.2	33.1
From one suburban municipality to another	16,015	26,375	30,295	89.2	16.0	21.9	24.9

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Commuting to work by type of commute, all census metropolitan areas, 1981, 1991 and 2001¹

Type of commute	Number of commutes			Change 1981-2001 (%)	Proportion of all commutes (%)		
	1981	1991	2001		1981	1991	2001
All commutes	6,393,060	7,465,820	7,929,555	24.0	100.0	100.0	100.0
Within the core municipality	3,561,505	3,772,815	3,658,195	2.7	55.7	50.5	46.1
Within a suburban municipality	784,785	931,580	1,167,850	48.8	12.3	12.5	14.7
From core municipality to suburban municipalities	401,995	472,085	590,790	47.0	6.3	6.3	7.5
From suburban municipalities to core municipalities	1,001,540	1,264,150	1,283,010	28.1	15.7	16.9	16.2
From one suburban municipality to another	643,240	1,025,190	1,229,720	91.2	10.1	13.7	15.5

¹ Cities were defined using 2001 census subdivision (CSD) boundaries. For most census metropolitan areas, commuting analysis was not possible because of the low number of component CSDs. For this reason, comparison of census metropolitan areas is not advised.

Distribution of workers, Canada and census metropolitan areas, 1996-2001¹

	Workers by place of work			Workers by place of residence			Net gain or loss of workers entering or exiting	
	1996	2001	Change 1996 - 2001	1996	2001	Change 1996 - 2001	1996	2001
	Number		%	Number		%		
Canada	12,258,780	13,353,170	8.9	12,258,780	13,353,170	8.9
All CMAs	8,230,760	9,175,195	11.5	8,035,765	8,930,110	11.1	195,040	245,090
St. John's (N.F.L.)	70,465	76,075	8.0	69,995	74,055	5.8	480	2,020
Halifax (N.S.)	162,335	174,710	7.6	154,065	165,205	7.2	8,270	9,510
Saint John (N.B.)	49,350	51,605	4.6	49,010	50,770	3.6	335	835
Chicoutimi-Jonquière (Que.) ²	60,540	62,285	2.9	60,825	61,535	11.7	-280	750
Québec (Que.)	300,755	323,395	7.5	297,000	320,770	8.0	3,755	2,620
Trois-Rivières (Que.)	57,160	57,855	1.2	55,580	57,045	2.6	1,585	805
Sherbrooke (Que.)	62,555	68,780	10.0	63,960	70,120	9.6	-1,405	-1,345
Montréal (Que.)	1,460,090	1,622,715	11.1	1,418,185	1,565,645	10.4	41,910	57,065
Ottawa-Hull (Ont./Que.) ³	483,970	552,415	14.1	463,065	524,235	13.2	20,905	28,180
Kingston (Ont.)	66,470	69,165	4.1	62,470	64,835	3.8	4,000	4,330
Oshawa (Ont.)	93,435	103,930	11.2	118,345	138,525	17.1	-24,910	-34,595
Toronto (Ont.)	2,034,675	2,361,430	16.1	1,907,750	2,198,890	15.3	126,925	162,540
Hamilton (Ont.)	250,220	265,670	6.2	273,490	297,980	9.0	-23,265	-32,310
St. Catharines-Niagara (Ont.)	145,975	158,855	8.8	153,290	165,760	8.1	-7,320	-6,910
Kitchener (Ont.)	182,380	205,680	12.8	180,120	203,365	12.9	2,265	2,315
London (Ont.)	189,805	203,265	7.1	184,445	196,305	6.4	5,360	6,960
Windsor (Ont.)	131,355	143,575	9.3	124,415	135,190	8.7	6,945	8,385
Greater Sudbury (Ont.)	67,420	65,650	-2.6	66,615	64,685	-2.9	800	965
Thunder Bay (Ont.)	54,820	52,800	-3.7	53,920	52,355	-2.9	905	450
Winnipeg (Man.)	308,890	326,415	5.7	301,760	319,120	5.6	7,135	7,295
Regina (Sask.)	92,065	95,675	3.9	89,550	92,725	3.5	2,510	2,950
Saskatoon (Sask.)	98,590	104,995	6.5	98,430	104,210	5.9	165	785
Calgary (Alta.)	404,210	485,520	20.1	397,355	476,560	20.0	6,860	8,955
Edmonton (Alta.)	394,025	448,035	13.7	392,815	447,415	13.9	1,210	620
Abbotsford (B.C.)	44,405	50,670	14.1	52,490	59,915	14.1	-8,085	-9,240
Vancouver (B.C.)	828,400	901,775	8.9	812,215	883,685	8.8	16,185	18,090
Victoria (B.C.)	136,400	142,255	4.3	134,605	139,210	3.4	1,800	3,045

¹ Population having a usual place of work or working at home.

² Now known as Saguenay.

³ Now known as Ottawa-Gatineau.

Commuting distances, census metropolitan areas, 2001

	Proportion of workers by distance travelled					
	Commuters	Less than 5 km	5 to 14.9 km	15 to 24.9 km	25 km or more	Median distance
	Number	%				km
St. John's	70,040	47.1	40.7	7.8	4.4	5.4
Halifax	154,445	41.3	39.1	13.6	6.0	6.3
Saint John	48,120	39.0	32.1	17.8	11.2	7.0
Chicoutimi-Jonquière ¹	58,850	51.2	34.4	8.7	5.7	4.7
Québec	302,875	37.5	48.4	8.6	5.6	6.8
Trois-Rivières	53,845	49.7	32.3	8.0	10.0	5.0
Sherbrooke	65,690	49.0	34.0	9.3	7.7	5.1
Montréal	1,472,525	34.1	41.1	16.9	7.9	7.9
Ottawa-Hull ²	489,800	33.2	44.1	14.8	7.9	7.8
Kingston	59,525	47.4	32.3	11.3	8.9	5.4
Oshawa	130,665	30.1	27.2	12.0	30.8	10.7
Toronto	2,046,610	28.9	40.1	18.0	13.0	9.2
Hamilton	278,395	33.0	35.9	12.4	18.8	8.2
St. Catharines-Niagara	155,025	46.1	29.7	12.7	11.5	5.5
Kitchener	190,910	45.0	35.6	10.4	9.0	5.6
London	181,710	46.3	38.3	7.3	8.0	5.4
Windsor	129,950	41.3	44.1	9.1	5.4	6.1
Greater Sudbury	61,650	41.1	36.4	15.3	7.1	6.5
Thunder Bay	49,775	51.8	36.5	5.2	6.5	4.7
Winnipeg	302,090	41.1	49.9	4.7	4.3	6.0
Regina	86,780	56.8	35.7	2.8	4.8	4.5
Saskatoon	95,950	51.5	36.3	4.7	7.6	4.8
Calgary	437,965	31.9	53.4	9.8	4.9	7.7
Edmonton	415,090	33.7	46.3	10.9	9.1	7.6
Abbotsford	53,150	38.6	27.0	8.2	26.2	7.7
Vancouver	803,405	34.8	41.2	16.2	7.7	7.6
Victoria	124,810	52.4	34.1	8.1	5.4	4.7

¹ Now known as Saguenay.

² Now known as Ottawa-Gatineau.

Persons usually working at home, Canada, provinces and territories, 1996-2001

	At-home workers			
	1996		2001	
	Number	Proportion of all workers (%)	Number	Proportion of all workers (%)
Canada	1,086,055	8.2	1,175,760	8.0
Newfoundland and Labrador	12,155	6.6	11,570	6.1
Prince Edward Island	5,260	8.6	5,690	8.9
Nova Scotia	25,605	6.7	26,990	6.7
New Brunswick	18,785	6.1	20,215	6.2
Quebec	203,750	6.5	224,685	6.5
Ontario	362,550	7.1	406,230	7.1
Manitoba	56,660	10.8	54,310	9.9
Saskatchewan	89,600	19.2	86,500	18.0
Alberta	153,615	11.1	165,870	10.3
British Columbia	155,460	8.8	171,390	9.1
Yukon Territory	1,145	6.8	1,070	6.7
Northwest Territories	905	4.7	795	4.2
Nunavut	560	6.6	455	4.9

Five main occupations of persons who work at home, Canada, 2001

	At-home workers	
	Number	%
Farmers and farm managers	198,740	16.9
General farm workers	57,345	4.9
Early childhood educators and assistants	42,625	3.6
Bookkeepers	37,025	3.1
Babysitters, nannies and parents' helpers	36,135	3.1
All at-home workers	1,175,760	100.0

Work at home, Canada and census metropolitan areas, 1981-2001¹

	At-home workers					
	1981		1991		2001	
	Number	Proportion of all workers (%)	Number	Proportion of all workers (%)	Number	Proportion of all workers (%)
Canada	456,380	4.3	797,575	6.4	907,730	6.3
Within CMAs	222,920	3.2	444,555	5.3	576,575	5.9
Outside CMAs	233,460	6.4	353,020	8.5	331,155	7.2
St.John's (N.F.L.)	2,190	3.5	3,015	4.0	3,955	5.0
Halifax (N.S.)	4,015	2.9	7,545	4.6	10,445	5.7
Saint John (N.B.)	1,230	2.5	1,965	3.6	2,405	4.3
Chicoutimi-Jonquière (Que.)	1,740	3.6	2,675	4.2	2,365	3.6
Québec (Que.)	9,205	3.7	15,155	4.8	17,115	5.0
Trois-Rivières (Que.)	2,165	4.5	2,835	5.0	2,795	4.6
Sherbrooke (Que.)	2,105	4.0	4,180	6.4	4,075	5.5
Montréal (Que.)	41,735	3.1	75,275	5.0	91,155	5.5
Ottawa-Hull (Ont./Que.)	11,405	3.1	25,230	5.1	32,480	5.8
Kingston (Ont.)	2,020	3.8	3,835	5.7	4,615	6.6
Oshawa (Ont.)	2,160	2.5	4,430	3.7	7,215	4.8
Toronto (Ont.)	49,160	3.0	107,115	5.3	148,830	6.2
Hamilton (Ont.)	7,160	2.8	13,195	4.6	18,150	5.6
St.Catharines-Niagara (Ont.)	4,575	3.1	8,185	5.0	8,790	5.0
Kitchener (Ont.)	3,950	2.8	8,510	4.7	11,410	5.2
London (Ont.)	5,605	3.5	10,820	5.5	12,685	6.0
Windsor (Ont.)	2,525	2.4	4,120	3.5	4,530	3.1
Greater Sudbury (Ont.)	2,165	3.1	3,785	4.8	2,990	4.3
Thunder Bay (Ont.)	1,810	3.0	2,595	4.2	2,255	4.0
Winnipeg (Man.)	8,230	2.8	15,385	4.8	15,705	4.6
Regina (Sask.)	2,625	3.1	4,815	5.1	4,740	4.8
Saskatoon (Sask.)	2,870	3.5	6,135	6.2	6,440	5.8
Calgary (Alb.)	10,975	3.1	23,280	5.8	36,590	6.8
Edmonton (Alb.)	11,205	2.9	21,550	5.1	27,795	5.6
Abbotsford (B.C.)	1,835	6.2	3,825	8.1	5,275	8.2
Vancouver (B.C.)	23,540	3.7	55,330	6.9	77,810	7.9
Victoria (B.C.)	4,720	4.2	9,770	7.1	13,960	9.0

¹ Excludes farming occupations.

Five main occupations of persons working outside Canada, 2001

	Persons working outside Canada	
	Number	%
Truck drivers	6,335	9.2
Information systems analysts and consultants	2,280	3.3
Registered nurses	2,255	3.3
Computer programmers and interactive media developers	1,180	1.7
Mechanical engineers	1,160	1.7
All persons working outside Canada	68,520	100.0

Persons working outside Canada, Canada, provinces and territories, 1996-2001

	Persons working outside Canada			
	1996		2001	
	Number	Proportion of all workers (%)	Number	Proportion of all workers (%)
Canada	49,275	0.4	68,520	0.5
Newfoundland and Labrador	385	0.2	590	0.3
Prince Edward Island	85	0.1	185	0.3
Nova Scotia	1,125	0.3	2,260	0.6
New Brunswick	995	0.3	1,520	0.5
Quebec	6,655	0.2	9,245	0.3
Ontario	23,840	0.5	33,935	0.6
Manitoba	1,205	0.2	1,610	0.3
Saskatchewan	840	0.2	865	0.2
Alberta	4,590	0.3	6,020	0.4
British Columbia	9,510	0.5	12,235	0.6
Yukon Territory	35	0.2	35	0.2
Northwest Territories	15	0.1	10	0.1
Nunavut	0	0.0	0	0

Usual mode of transportation for travel to work Canada, 1996 and 2001

	1996		2001		Change 1996 - 2001	
	Number	%	Number	%	Number	%
All modes	12,183,410	100.0	13,450,855	100.0	1,267,445	10.4
Car, truck, van as driver	8,934,025	73.3	9,929,470	73.8	995,445	11.1
Car, truck, van as passenger	899,340	7.4	923,975	6.9	24,635	2.7
Public transit	1,233,870	10.1	1,406,585	10.5	172,715	14.0
Walk	850,855	7.0	881,085	6.6	30,230	3.6
Bicycle	137,435	1.1	162,910	1.2	25,475	18.5
Other methods	127,885	1.0	146,835	1.1	18,950	14.8

Workers using public transportation for travel to work by age group, Canada, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Total	1,233,870	10.1	1,406,585	10.5
15-19	82,675	12.7	119,630	14.5
20-24	179,855	14.9	218,780	16.6
25-34	350,390	11.0	350,535	11.9
35-44	307,065	8.8	334,830	8.8
45-54	211,490	8.4	265,855	8.5
55-64	88,485	9.1	102,610	8.3
65 +	13,910	8.9	14,340	7.7

Workers using public transportation for travel to work by age group and sex, Canada, 1996 and 2001

	Males				Females			
	1996		2001		1996		2001	
	Number	%	Number	%	Number	%	Number	%
Total	496,495	7.5	571,370	8.0	737,375	13.2	835,215	13.3
15-19	36,645	11.1	52,305	12.5	46,030	14.4	67,320	16.5
20-24	73,515	11.8	91,590	13.6	106,340	18.2	127,190	19.8
25-34	143,865	8.4	149,215	9.6	206,525	14.0	201,330	14.5
35-44	120,550	6.5	132,200	6.6	186,510	11.5	202,620	11.3
45-54	80,240	5.8	98,280	5.9	131,250	11.3	167,575	11.3
55-64	34,580	5.9	40,370	5.6	53,905	13.8	62,240	12.2
65 +	7,100	6.7	7,410	5.7	6,810	13.7	6,930	12.0

Workers using public transportation for travel to work, Canada, provinces and territories, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Canada	1,233,865	10.1	1,406,585	10.5
Newfoundland and Labrador	2,835	1.7	3,080	1.7
Prince Edward Island	175	0.3	135	0.2
Nova Scotia	17,995	5.1	18,015	4.8
New Brunswick	5,200	1.8	5,320	1.8
Quebec	342,630	11.8	411,180	12.8
Ontario	571,790	12.2	672,305	12.7
Manitoba	45,800	9.8	44,815	9.1
Saskatchewan	10,510	2.8	9,360	2.4
Alberta	94,265	7.7	113,545	7.9
British Columbia ¹	141,915	8.8	128,180	7.5
Yukon Territory	420	2.7	445	3.0
Northwest Territories	150	0.8	160	0.9
Nunavut	185	2.3	45	0.5

¹ British Columbia incurred the biggest decline in the proportion of workers using public transportation. About 128,200 workers living in British Columbia used public transit in 2001, representing 7.5% of the employed labour force that travelled to work, down from 8.8% in 1996. A bus strike in Vancouver at the time of the census could explain some of this decline.

Workers' usual mode of transportation for travel to work, census metropolitan areas, 2001

	All modes	Driver	Passenger	Public transportation	Walk	Bicycle
	Number			%		
All CMAs	9,119,770	70.8	6.6	14.8	5.7	1.3
St. John's	75,735	77.3	12.3	2.8	5.9	0.1
Halifax	170,210	68.1	9.6	9.9	10.3	0.9
Saint John	53,050	76.5	10.5	4.3	6.9	0.4
Chicoutimi-Jonquière ¹	62,765	85.1	4.9	2.4	5.9	0.8
Quebec	325,005	76.0	5.2	9.8	7.0	1.3
Sherbrooke	70,365	80.0	5.7	5.6	7.2	0.8
Trois-Rivières	57,610	84.3	4.6	3.0	6.0	1.5
Montréal	1,580,270	65.6	4.8	21.7	5.9	1.3
Ottawa-Hull ²	525,070	64.6	7.4	18.5	6.8	1.9
Kingston	65,375	74.2	8.2	3.5	10.4	2.2
Oshawa	142,430	80.2	7.7	7.1	3.6	0.5
Toronto	2,248,055	65.2	6.3	22.4	4.6	0.8
Hamilton	304,900	78.2	7.1	8.0	5.1	0.9
St. Catharines-Niagara	167,980	83.8	7.4	2.0	5.0	0.9
Kitchener	206,805	81.3	8.1	3.9	4.9	1.1
London	200,125	77.9	7.8	6.0	5.9	1.5
Windsor	137,590	83.8	6.5	3.1	4.7	1.1
Greater Sudbury	67,380	78.2	8.8	4.9	6.5	0.4
Thunder Bay	54,325	82.5	7.0	3.0	5.4	1.0
Winnipeg	327,740	70.0	8.4	13.2	6.1	1.4
Regina	94,295	80.3	7.9	4.4	5.2	1.4
Saskatoon	106,025	79.7	6.6	4.1	5.8	2.5
Calgary	499,050	71.8	6.8	13.2	5.9	1.5
Edmonton	469,225	77.7	6.6	8.6	4.7	1.2
Abbotsford ³	61,880	84.4	8.7	1.6	3.6	0.9
Vancouver ³	905,995	72.2	7.0	11.5	6.5	1.9
Victoria ³	140,515	67.5	6.0	9.7	10.4	4.8

¹ Now known as Saguenay.

² Now known as Ottawa-Gatineau.

³ British Columbia incurred the biggest decline in the proportion of workers using public transportation. About 128,200 workers living in British Columbia used public transit in 2001, representing 7.5% of the employed labour force that travelled to work, down from 8.8% in 1996. A bus strike in Vancouver at the time of the census could explain some of this decline.

Five census metropolitan areas with the highest proportion of workers using public transportation to get to work, 2001

Lowest CMAs in 2001	Proportion in 1996	Proportion in 2001
	%	
Toronto	22.0	22.4
Montréal	20.3	21.7
Ottawa-Hull ¹	17.3	18.5
Calgary	12.6	13.2
Winnipeg	14.4	13.2

¹ Now known as Ottawa-Gatineau.

Five census metropolitan areas with the lowest proportion of workers driving to work, 2001

Lowest CMAs in 2001	Proportion in 1996		Proportion in 2001	
	%			
Ottawa-Hull ¹	64.2		64.6	
Toronto	65.3		65.2	
Montréal	66.6		65.6	
Victoria	67.1		67.5	
Halifax	66.8		68.1	

¹ Now known as Ottawa-Gatineau.

Usual mode of transportation for travel to work by sex, Canada, 1996 and 2001

	Male						Female					
	1996		2001		Change 1996 - 2001		1996		2001		Change 1996 - 2001	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
All modes	6,591,415	100.0	7,164,595	100.0	573,180	8.7	5,592,000	100.0	6,286,260	100.0	694,260	12.4
Car, truck, van as driver	5,181,090	78.6	5,629,155	78.6	448,065	8.6	3,752,935	67.1	4,300,310	68.4	547,375	14.6
Car, truck, van as passenger	355,720	5.4	374,605	5.2	18,885	5.3	543,620	9.7	549,370	8.7	5,750	1.1
Public transit	496,495	7.5	571,375	8.0	74,880	15.1	737,370	13.2	835,215	13.3	97,845	13.3
Walk	379,510	5.8	386,225	5.4	6,715	1.8	471,345	8.4	494,860	7.9	23,515	5.0
Bicycle	102,210	1.6	116,995	1.6	14,785	14.5	35,225	0.6	45,920	0.7	10,695	30.4
Other methods	76,380	1.2	86,240	1.2	9,860	12.9	51,510	0.9	60,590	1.0	9,080	17.6

Workers driving or riding as passengers to work by age group, Canada, 2001

	Driver		Passenger	
	Number	%	Number	%
Total	9,929,465	73.8	923,970	6.9
15-19	347,255	42.0	210,105	25.4
20-24	803,340	61.0	131,430	10.0
25-34	2,171,115	73.5	177,775	6.0
35-44	3,007,260	79.3	181,865	4.8
45-54	2,490,790	79.3	154,285	4.9
55-64	968,680	78.6	59,450	4.8
65 +	141,025	75.5	9,060	4.8

Workers driving or riding as passengers to work by age group and sex, Canada, 2001

	Males				Females			
	Driver		Passenger		Driver		Passenger	
	Number*	Percentage of all male workers in this age group	Number*	Percentage of all male workers in this age group	Number*	Percentage of all female workers in this age group	Number*	Percentage of all female workers in this age group
Total	5,629,155	78.6	374,610	5.2	4,300,310	68.4	549,365	8.7
15-19	186,745	44.6	100,060	23.9	160,510	39.4	110,050	27.0
20-24	438,245	64.9	66,420	9.8	365,095	56.9	65,010	10.1
25-34	1,203,490	77.1	77,400	5.0	967,625	69.5	100,380	7.2
35-44	1,672,830	83.5	65,490	3.3	1,334,435	74.5	116,375	6.5
45-54	1,408,830	85.0	44,335	2.7	1,081,955	73.0	109,955	7.4
55-64	614,120	85.2	17,425	2.4	354,570	69.2	42,025	8.2
65 +	104,900	81.3	3,475	2.7	36,120	62.4	5,585	9.6

* Numbers do not necessarily add up, due to rounding.

Workers driving to work, Canada, provinces and territories, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Canada	8,934,030	73.3	9,929,470	73.8
Newfoundland and Labrador	128,435	74.8	134,945	76.4
Prince Edward Island	44,485	79.8	47,530	81.9
Nova Scotia	262,915	74.3	280,365	75.2
New Brunswick	226,650	78.7	241,575	79.6
Quebec	2,126,705	73.1	2,332,140	72.9
Ontario	3,393,305	72.3	3,831,095	72.6
Manitoba	327,015	70.3	357,515	72.4
Saskatchewan	292,485	77.6	312,555	79.7
Alberta	927,860	76.0	1,095,585	76.2
British Columbia	1,183,195	73.6	1,274,640	75.0
Yukon Territory	10,665	68.1	10,495	71.1
Northwest Territories	9,120	50.2	9,285	51.6
Nunavut	1,200	15.1	1,755	19.7

Workers riding as passengers to work, Canada, provinces and territories, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Canada	899,340	7.4	923,975	6.9
Newfoundland and Labrador	19,140	11.1	18,615	10.5
Prince Edward Island	5,830	10.5	5,575	9.6
Nova Scotia	36,230	10.2	35,870	9.6
New Brunswick	30,050	10.4	30,145	9.9
Quebec	173,490	6.0	170,755	5.3
Ontario	354,500	7.6	372,455	7.1
Manitoba	41,310	8.9	39,865	8.1
Saskatchewan	26,910	7.1	26,170	6.7
Alberta	89,945	7.4	99,245	6.9
British Columbia	118,025	7.3	121,410	7.1
Yukon Territory	1,470	9.4	1,085	7.4
Northwest Territories	1,720	9.5	1,865	10.4
Nunavut	710	8.9	920	10.3

Five census metropolitan areas with the highest proportion of workers riding as passengers to work, 2001

Lowest CMAs in 2001	Proportion in 1996	Proportion in 2001
	%	
St. John's	12.7	12.3
Saint John	11.3	10.5
Halifax	10.5	9.6
Greater Sudbury	9.3	8.8
Abbotsford	8.7	8.7

Workers walking to work by age group, Canada, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Total	850,855	7.0	881,085	6.6
15-19	96,340	14.8	114,495	13.9
20-24	116,805	9.7	121,690	9.2
25-34	203,405	6.4	181,600	6.1
35-44	191,500	5.5	191,745	5.1
45-54	153,950	6.1	174,490	5.6
55-64	72,980	7.5	79,950	6.5
65 +	15,875	10.2	17,125	9.2

Workers bicycling to work by age group, Canada, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Total	137,435	1.1	162,915	1.2
15-19	20,365	3.1	21,970	2.7
20-24	25,510	2.1	24,480	1.9
25-34	43,440	1.4	42,945	1.5
35-44	30,795	0.9	42,200	1.1
45-54	13,070	0.5	23,955	0.8
55-64	3,775	0.4	6,465	0.5
65 +	480	0.3	895	0.5

Workers walking to work, Canada, provinces and territories, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Canada	850,855	7.0	881,085	6.6
Newfoundland and Labrador	15,755	9.2	14,595	8.3
Prince Edward Island	4,100	7.4	3,710	6.4
Nova Scotia	29,495	8.3	30,860	8.3
New Brunswick	20,645	7.2	20,230	6.7
Quebec	215,365	7.4	221,725	6.9
Ontario	285,285	6.1	295,575	5.6
Manitoba	39,605	8.5	39,570	8.0
Saskatchewan	36,435	9.7	32,680	8.3
Alberta	79,545	6.5	89,675	6.2
British Columbia	111,380	6.9	120,505	7.1
Yukon Territory	2,415	15.4	2,185	14.8
Northwest Territories	6,095	33.6	5,110	28.4
Nunavut	4,745	59.6	4,660	52.2

Workers bicycling to work, Canada, provinces and territories, 1996 and 2001

	1996		2001	
	Number	%	Number	%
Canada	137,440	1.1	162,910	1.2
Newfoundland and Labrador	500	0.3	255	0.1
Prince Edward Island	270	0.5	260	0.4
Nova Scotia	2,455	0.7	2,270	0.6
New Brunswick	1,375	0.5	1,430	0.5
Quebec	29,125	1.0	39,940	1.2
Ontario	47,270	1.0	53,445	1.0
Manitoba	6,370	1.4	7,065	1.4
Saskatchewan	5,120	1.4	6,210	1.6
Alberta	13,070	1.1	17,795	1.2
British Columbia	31,245	1.9	33,635	2.0
Yukon Territory	335	2.1	300	2.0
Northwest Territories	295	1.6	295	1.6
Nunavut	10	0.1	10	0.1

Five census metropolitan areas with the highest proportion of workers walking to work, 2001

Lowest CMAs in 2001	Proportion in 1996	Proportion in 2001
		%
Kingston	10.7	10.4
Victoria	9.8	10.4
Halifax	9.8	10.3
Sherbrooke	7.5	7.2
Québec	7.2	7.0

Five census metropolitan areas with the highest proportions of workers bicycling to work, 2001

Lowest CMAs in 2001	Proportion in 1996	Proportion in 2001
		%
Victoria	4.9	4.8
Saskatoon	2.0	2.5
Kingston	2.1	2.2
Ottawa-Hull ¹	2.1	1.9
Vancouver	1.7	1.9

¹ Now known as Ottawa-Gatineau.

Proportion of workers by usual mode of transportation, Ottawa-Hull, 2001

	All modes	Driver	Passenger	Public transportation	Walk	Bicycle
	Number			%		
Ottawa-Hull¹	525,070	64.6	7.4	18.5	6.8	1.9
Quebec part	130,330	70.5	8.8	13.9	4.7	1.6
Ontario part	394,740	62.7	6.9	20.1	7.5	2.0

¹ Now known as Ottawa-Gatineau.