COMMUTING PATTERNS
HALTON REGION MUNICIPALITIES

Introduction

Commuting involves travelling to a usual place of work. Thus, it excludes individuals who are working from home and also excludes individuals who are working in a job that does not have a fixed workplace. It also excludes that very small portion of the workforce who is working outside of Canada.

This analysis of commuting will look at several variables, individually and in combination. These variables include:

- Geography (commuting to and from)
- Commuting by gender and age
- Mode of commuting
- Industry
- Skill-level of the occupation

Commuting by geography

This first section provides a context for the commuting: how much travel takes place overall in and out of the Halton municipalities? Table 1 presents the figures for Halton (only commuting values greater than 5% of the total are presented). Around half (49%) of Halton commuters travel within Halton for work. Close to a quarter (24%) travel to Peel and around one-sixth travel to Toronto. Conversely, slightly more than half (54%) of the commuters arriving to work in Halton come from Halton. The second largest source of commuters is Hamilton, followed closely by Peel.

Table 1: Commuting from and to Halton

HALTON						
COMMUTING FROM HALTON TO				COMMUTING TO HALTON FROM		
	Number	%		%	Number	
Halton	112,535	49%		54%	112,535	**Halton**
Peel	55,050	24%		17%	35,705	**Hamilton**
Toronto	38,155	17%		15%	30,430	**Peel**
Hamilton	11,825	5%				

Tables 2 to 5 show the data for each of the Halton municipalities. Apart from Milton, in the other municipalities the home municipality is the largest destination for commuters from that same municipality (although the figure only ranges from 33% to 42%). Mississauga is most often the next largest destination.

Similarly, in all four municipalities, the largest source for that municipality's workforce is its own residents, but again the proportions do not rise above half (35% to 50%). Again, Mississauga is most often the next largest source of commuters.

Table 2: Commuting from and to Oakville

OAKVILLE						
COMMUTING FROM OAKVILLE TO				COMMUTING TO OAKVILLE FROM		
	Number	%		%	Number	
Oakville	28,400	36%		35%	28,400	**Oakville**
Toronto	19,050	24%		17%	13,760	**Mississauga**
Mississauga	16,700	21%		14%	11,605	**Burlington**
Burlington	4,995	6%		11%	8,790	**Hamilton**
				6%	4,625	**Toronto**

A larger number of Oakville residents commute eastward (Mississauga and Toronto) than stay in Oakville for their jobs. A smaller number commute westward. Among workers commuting to Oakville, roughly equal proportions come from east and west.

Table 3: Commuting from and to Burlington

BURLINGTON						
COMMUTING FROM BURLINGTON TO				COMMUTING TO BURLINGTON FROM		
	Number	%		%	Number	
Burlington	33,060	42%		42%	33,060	**Burlington**
Oakville	11,605	15%		31%	24,505	**Hamilton**
Mississauga	9,100	12%		6%	4,995	**Oakville**
Toronto	8,970	12%				
Hamilton	8,655	11%				

Almost an equal number of Burlington residents work in Burlington as commute to destinations eastward. For commuters to Burlington, a large proportion come from Hamilton, together with smaller amounts from other municipalities in the west.

Table 4: Commuting from and to Milton

MILTON						
COMMUTING FROM MILTON TO				COMMUTING TO MILTON FROM		
	Number	%		%	Number	
Mississauga	12,995	29%		41%	12,325	Milton
Milton	12,325	27%		10%	2,890	Mississauga
Toronto	7,180	16%		7%	2,200	Hamilton
Oakville	3,080	7%		7%	2,060	Brampton
				7%	1,945	Halton Hills

Around twice as many Milton residents commute eastward as work in Milton. The third major movement is south, to Oakville and Burlington. There are about as many commuters travelling to Milton

from the east (Mississauga, Brampton, Halton Hills) as there are from the south (Oakville, Burlington and Hamilton), and less so from the west or north.

Table 5: Commuting from and to Halton Hills

HALTON HILLS						
COMMUTING FROM HALTON HILLS TO				COMMUTING TO HALTON HILLS FROM		
	Number	%		%	Number	
Halton Hills	8,775	33%		50%	8,775	**Halton Hills**
Mississauga	6,235	23%		14%	2,460	**Brampton**
Brampton	3,500	13%		7%	1,255	**Mississauga**
Toronto	2,950	11%		7%	1,240	**Milton**
Milton	1,945	7%				

Halton Hills commuters primarily travel eastward. Half of Halton Hills jobs are filled by Halton Hills residents and another 35% are filled by residents from municipalities immediately adjacent to Halton Hills (Mississauga, Brampton, Milton, Caledon, Erin and Guelph/Eramosa).

Commuting by gender and by age

There is some variation by gender as far as the distance that residents will commute. Table 6 provides the data for all of Halton (there is hardly any difference between the various municipalities). Females are more likely to commute within their own municipality, somewhat more likely to commute within the region, but less likely to commute outside the region.

Table 6: Distribution by gender and by destination of commute, Halton

	ALL COMMUTERS	Commuting within same municipality	Commuting to different municipality within Halton	Commuting outside Halton
Males	49%	42%	46%	55%
Females	51%	58%	54%	45%

There is also an evident variation by age when it comes to commuting distances (Table 7). Almost two-thirds (63%) of youth commute within their municipality, while over half of the adult age groups (25-44 years old and 45-64 years old) are commuting to another region. Among seniors aged 65 years and old, half (50%) commute within their municipality but a substantial number (40%) commute to another region.

Table 7: Distribution by age and by destination of commute, Halton

	Commuting within same municipality	Commuting to different municipality within Halton	Commuting outside Halton
15-24 years old	63%	11%	25%
25-44 years old	28%	14%	58%
45-64 years old	33%	13%	54%
65 years and older	50%	11%	40%

Mode of commuting

There are both similarities and differences when comparing the modes of commuting used by residents of the various municipalities. By far, most commuters travel as a driver alone in their car (roughly 70% to 80%). The one municipality where residents fall slightly outside this range is Oakville, where 18% of commuters use public transit, considerably more than the other municipalities. Most of the other categories show very much the same range of usage. For example, the proportion of drivers with one or more passengers (4% to 6%) or those relying on active forms of transport (3% to 4%) and very similar across the municipalities (active transport includes walking or bicycling).

Table 8: Distribution of modes of commuting by municipality

	HALTON	Oakville	Burlington	Milton	Halton Hills
Car, truck or van	84%	77%	85%	88%	91%
Driver, alone	73%	67%	75%	77%	80%
2 or more persons shared the ride to work	10%	10%	10%	11%	11%
Driver, with 1 or more passengers	5%	5%	4%	6%	5%
Passenger, 2 or more persons in vehicle	6%	5%	6%	5%	6%
Sustainable transportation	16%	22%	14%	11%	8%
Public transit	12%	18%	10%	9%	4%
Active transport	4%	4%	4%	3%	4%
Other method	1%	1%	1%	1%	1%

The figure for public transit warrants further elaboration. Table 9 shows the distribution by destination of commute for all four municipalities. Only data for public transit is presented and the percentage figures are their share of all modes of commuting.

Table 9: Distribution of public transit by destination of commute, all four municipalities

	ALL COMMUTING DESTINATIONS	Commuting within same municipality	Commuting to different municipality within Halton	Commuting outside Halton
HALTON	12%	5%	1%	19%
Oakville	18%	7%	2%	28%
Burlington	10%	6%	2%	18%
Milton	9%	4%	1%	13%
Halton Hills	4%	1%	0%	7%

What is apparent from Table 9 is that the total percentage of residents using public transit is largely the result of those commuting residents travelling outside Halton – thus, using either a GO bus or train. There is a small proportion of commuters using public transit within their municipality, and a very small percentage (0% to 2% of all commuters) using public transit to travel between municipalities within Halton.

To further make the point: given the larger population size of Oakville and the much larger proportion of Halton residents using public transit when they commute outside of Halton (28%), it is noteworthy that of all Halton residents using public transit to any destination for their commute (which amounts to approximately 27,000 residents), 44% of them are Oakville residents travelling outside Halton (around 12,000 residents).

Age only has an impact on the mode of commuting if a resident is 15 to 24 years old, as they are far more likely to be a passenger in a car or to use an active form of transport (three to four times more likely). Seniors are somewhat less likely to use public transit (Table 10).

Table 10: Distribution of modes of commuting by age, Halton

	15-24 years old	25-44 years old	45-64 years old	65 years and older
Car, truck or van	74%	84%	86%	87%
Driver, alone	47%	76%	78%	79%
2 or more persons shared the ride to work	26%	8%	8%	8%
Driver, with 1 or more passengers	4%	5%	5%	4%
Passenger, 2 or more persons in vehicle	23%	3%	3%	4%
Sustainable transportation	26%	16%	13%	10%
Public transit	13%	13%	11%	6%
Active transport	13%	3%	2%	5%
Other method	1%	1%	1%	2%

Commuting by industry

Commuting by industry for each municipality has the following components:

A. Residents of the subject municipality commuting to jobs in the same municipality
B. Residents of the subject municipality commuting to jobs outside that municipality
C. Residents of other municipalities commuting into the subject municipality
D. Net flow: the difference between the residents leaving the subject municipality for work and outside residents commuting in

Tables 11 to 14 present this data by industry for the four Halton municipalities. The colour-coding in the last column highlights larger net in-inflows (red) or out-flows (green). The darker shades represent figures that are 5% or more than the number of residents of that municipality working in that municipality. The lighter shades are just slightly less than 5%.

Oakville requires a slightly larger number of commuters coming into Oakville to make up for the shortfall of Oakville residents working in Oakville jobs (Table 11). That shortage is especially pronounced in Manufacturing and Retail Trade, but also higher in Health Care & Social Assistance, Accommodation & Food Services and Other Services.

Oakville has a very large net surplus of workers in the Finance & Insurance industry leaving Oakville every workday, as well as in Professional, Scientific & Technical Services. It also has a relatively large surplus in Information & Cultural Industries.

Table 11: Commuting within, in and out of Oakville by industry

	A. Oakville residents commuting to Oakville	B. Oakville residents commuting outside Oakville	C. Outside residents commuting into Oakville	D. Net difference: leavers minus arrivals
ALL INDUSTRIES	28,400	50,430	52,845	-2,415
Agriculture, forestry, fishing, farming	35	150	25	125
Mining and oil and gas extraction	30	215	60	155
Utilities	95	480	460	20
Construction	750	1,475	2,115	-640
Manufacturing	2,135	4,715	9,705	-4,990
Wholesale trade	960	3,325	3,360	-35
Retail trade	5,500	3,910	5,510	-1,600
Transportation and warehousing	450	2,095	1,860	235
Information and cultural industries	460	1,950	745	1,205
Finance and insurance	1,410	7,755	3,690	4,065
Real estate and rental and leasing	685	1,110	695	415
Professional, scientific, technical	2,070	6,560	4,210	2,350
Management of companies	55	390	200	190
Administrative and support	845	1,400	1,970	-570
Educational services	2,660	3,980	4,290	-310
Health care and social assistance	3,350	4,555	5,940	-1,385
Arts, entertainment and recreation	825	695	685	10
Accommodation and food services	3,485	1,720	2,820	-1,100
Other services	1,485	1,300	2,230	-930
Public administration	1,120	2,640	2,280	360

Burlington represents an absolute balance between the number of commuters leaving the municipality and the number coming in (Table 12). Like Oakville, it also has large deficits in Manufacturing and Retail Trade, but otherwise smaller deficits elsewhere where they exist. Like Oakville as well, Burlington has a surplus of workers in Finance & Insurance, whereas its other two larger surplus is in Educational Services and Public Administration.

Table 12: Commuting within, in and out of Burlington by industry

	A. Burlington residents commuting to Burlington	B. Burlington residents commuting outside Burlington	C. Outside residents commuting into Burlington	D. Net difference: leavers minus arrivals
ALL INDUSTRIES	33,060	45,585	45,600	-15
Agriculture, forestry, fishing, farming	90	175	260	-85
Mining and oil and gas extraction	40	100	50	50
Utilities	95	485	255	230
Construction	910	1,565	2,045	-480
Manufacturing	3,275	5,495	8,730	-3,235
Wholesale trade	1,690	3,070	3,805	-735
Retail trade	6,685	3,945	5,750	-1,805
Transportation and warehousing	940	1,925	1,740	185
Information and cultural industries	810	1,315	1,080	235
Finance and insurance	1,295	4,415	2,065	2,350
Real estate and rental and leasing	730	735	680	55
Professional, scientific, technical	1,980	3,990	3,565	425
Management of companies	65	265	125	140
Administrative and support	960	1,420	1,765	-345
Educational services	2,605	4,665	2,795	1,870
Health care and social assistance	3,640	5,240	4,595	645
Arts, entertainment and recreation	715	625	610	15
Accommodation and food services	4,065	1,540	2,240	-700
Other services	1,490	1,325	1,790	-465
Public administration	985	3,280	1,645	1,635

A large proportion of Milton residents commute out of Milton for work (Table 13). Even if one adds the Milton residents who work from home, still twice as many Milton residents leave each day for work as stay in Milton for employment. Milton has a large net surplus of commuters among more than half of all the industries. Only two industries have a slight deficit: Agriculture, Forestry, Fishing & Farming; as well as Arts, Entertainment & Recreation.

Table 13: Commuting within, in and out of Milton by industry

	A. Milton residents commuting to Milton	B. Milton residents commuting outside Milton	C. Outside residents commuting into Milton	D. Net difference: leavers minus arrivals
ALL INDUSTRIES	12,325	33,650	18,170	15,480
Agriculture, forestry, fishing, farming	140	95	475	-380
Mining and oil and gas extraction	10	50	25	25
Utilities	30	250	95	155
Construction	275	1,250	970	280
Manufacturing	1,240	4,040	3,385	655
Wholesale trade	610	2,635	1,670	965
Retail trade	2,565	3,425	1,880	1,545
Transportation and warehousing	525	2,130	1,340	790
Information and cultural industries	100	1,105	110	995
Finance and insurance	430	3,680	230	3,450
Real estate and rental and leasing	175	530	130	400
Professional, scientific, technical	355	3,090	630	2,460
Management of companies	15	150	0	150
Administrative and support	320	1,120	635	485
Educational services	1,230	2,825	1,760	1,065
Health care and social assistance	1,290	2,825	1,350	1,475
Arts, entertainment and recreation	325	360	715	-355
Accommodation and food services	1,450	1,090	660	430
Other services	625	885	675	210
Public administration	615	2,125	1,445	680

Like Milton, a large number of Halton Hills residents commute out of the municipality for work, only proportionately slightly less so than Milton. The surplus of workers is largely in the same industries as Milton, and includes a mix of private and public sector white-collar industries, as well as blue-collar industries. One noticeable deficit is in Retail Trade.

Table 14: Commuting within, in and out of Halton Hills by industry

	A. Halton Hills residents commuting to Halton Hills	B. Halton Hills residents commuting outside Halton Hills	C. Outside residents commuting into Halton Hills	D. Net difference: leavers minus arrivals
ALL INDUSTRIES	8,775	18,545	9,065	9,480
Agriculture, forestry, fishing, farming	155	80	100	-20
Mining and oil and gas extraction	50	25	70	-45
Utilities	20	150	55	95
Construction	235	915	460	455
Manufacturing	1,160	2,965	1,935	1,030
Wholesale trade	305	1,600	510	1,090
Retail trade	2,050	1,640	1,965	-325
Transportation and warehousing	415	1,330	360	970
Information and cultural industries	90	375	45	330
Finance and insurance	195	1,125	170	955
Real estate and rental and leasing	155	320	65	255
Professional, scientific, technical	380	1,425	390	1,035
Management of companies	0	95	0	95
Administrative and support	255	550	255	295
Educational services	660	1,870	685	1,185
Health care and social assistance	735	1,345	825	520
Arts, entertainment and recreation	240	290	230	60
Accommodation and food services	990	545	355	190
Other services	410	580	330	250
Public administration	280	1,315	250	1,065

Commuting by skill level of occupation

In addition to cross-tabulating commuting by industry, the data also allows for a dissection of the commuting numbers by the skill level of the occupation. There are five broad skill level categories:

Skill Level A: Managers	Occupations that usually require a university degree
Skill Level A: Professionals	Occupations that usually require a university degree

Skill Level B:	Occupations that usually require college or apprenticeship training
Skill Level C:	Occupations that usually require a high school diploma or job-specific training
Skill Level D:	Occupations that usually require only some on-the-job training

Table 15 presents the distribution of all commuters, travelling within and between one of the four Halton municipalities. All four charts in Table 15 are sized to the same scale, so that one can compare the size of the bars across all the charts. In terms of total volume of commuters, Oakville and Burlington represent roughly the same number (Oakville has slightly more), Milton represents roughly half that of Oakville, and Halton Hills slightly more than half that of Milton.

The coloured bars are explained by the legend below the table (**blue** is residents commuting within that municipality, **orange** is residents from that same municipality commuting outside their resident municipality, and **grey** represents commuters coming in from outside that municipality). Each cluster (of which there are five) represents a skill level, which are listed at the top of each chart. The skill levels from left to right are in the order as the list above:

- Skill Level A: Managers;
- Skill Level A: Professionals;
- Skill Level B: College or trades
- Skill Level C: High school
- Skill Level D: On-the-job training

Several patterns are evident:

- At every skill level, except Skill Level D, the number of residents in a municipality working in their own municipality is lower than the number of residents leaving and lower than the number of residents from outside commuting in (except for one instance, Burlington Skill Level C); one conclusion one may draw is that employees working in jobs requiring the lowest skill level (Skill Level D) are the least likely to commute outside their municipality (no doubt because financially it is not worth the cost or time involved);
- The profile of the skill distribution of residents who stay is rather similar across all four municipalities (the upward curve of blue bars that decline at Skill Level D); however, among Milton and Halton Hills residents, a higher proportion of those who work in their own municipality are in the lower-skilled C + D Level categories;
- The same can be said of the profile of the skill distribution of residents from outside commuting in (the upward curve of the grey bars that decline at Skill Level D); however, both Oakville and Burlington receive a higher proportion of commuters in the lower-skilled C + D Level categories;
- What distinguishes each municipality the most is the skill profile of residents who leave; this is made more evident in Table 16, which adds up the total number of all commuters in a municipality (those who stay, those who leave and those who commute in from outside) and provides a percentage share for each commuting category and skill level;
- What Table 16 shows is as follows:

- Oakville has a high number of Professionals commuting out of Oakville;
- Burlington has a more balanced commuting profile, with Professionals and College/Trades the largest categories of leavers;
- Milton, in percentage terms, has a very high proportion of leavers generally, but especially in the three middle categories, that is, Skill Level A Professionals, and Skill Levels B and C;
- Halton Hills also has a high proportion of commuters leaving, but more so in the Skill Levels of B and C.

The data presented for all industries in Tables 15 and 16 tend to average out what are different patterns by each industry. Thus, in Manufacturing, the large movements in Halton are among Skill Levels B and C commuting into Oakville and Burlington, while in Finance & Insurance, the large movement is among Skill Level A Managers and Professionals commuting out of Oakville.

Table 17 illustrates the pattern for **Manufacturing**, profiling the data by numbers instead of by percentages, all at the same scale. The figures for Oakville are rather staggering (the data can be found in Table 11): around 2,000 Oakville residents work in Manufacturing in Oakville, close to 5,000 leave Oakville to work in Manufacturing elsewhere, and close to 10,000 residents from outside Oakville come into Oakville each day to work in Manufacturing. Those 5,000 leaving Oakville are spread across all Skill Level categories. Close to 5,000 of those commuting in are in Skill Level C. For Milton, in the Skill Levels B and C, the number who leave Milton for Manufacturing jobs elsewhere is about equal to the number commuting from elsewhere to work in Milton jobs. In Halton Hills, even more residents in those categories leave than come into Halton Hills for those same jobs.

Table 18 provides the same charts for commuting of workers employed in **Finance & Insurance**. Once again, Oakville stands out, this time for the number of Skill Level A Managers and Professional who leave the municipality to work elsewhere (in this category alone, 5,500 commuters). That being said, there also is present in Oakville a Finance & Insurance sector, given the number of Oakville residents and residents from elsewhere commuting to Oakville to work in this industry (around 5,000 in total). Burlington (with 4,400) and Milton (with 3,700) also provide significant numbers of commuters travelling elsewhere to work in this industry. While the number of commuters travelling to work in the Finance & Insurance sector in Burlington is around two-thirds the number of such commuters travelling to Oakville, the numbers for Milton and Halton Hills are comparatively much smaller.

Table 19 illustrates the commuting data for **Professional, Scientific & Technical Services**. The patterns are quite similar to those in Finance & Insurance. The main difference in the Oakville profile is the larger number of Skill Level A Professionals and the smaller number of Skill Level A Managers. There are PS+T jobs in Oakville and a larger number of Professional arriving from outside Oakville. As in Finance & Insurance, Burlington mirrors Oakville, but on a smaller scale, including having its own PS+T employment base. Milton's graph is a reduced version of Burlington's, except with a very limited local industry, just as was the case in Finance & Insurance. And Halton Hills has low numbers across all categories.

Table 20 shows the similar commuting data for **Retail Trade**. This industry has a different occupation skills profile: a considerable number of Managers – every store operation requires a managers, and then a large number of retail salespersons (Skill Level C) and cashiers and shelf stockers (Skill Level D). Unlike the earlier industries profiled, Burlington has a larger workforce in this field, among residents working in the same city, residents commuting to another city and residents from different cities commuting in. In Skill categories B, C and D, residents working within their own municipality tends to be the largest number, with notably fewer of residents leaving from other municipalities. Yet at the same time, the

number of residents coming from outside the municipality is still large, almost always larger than the number of residents leaving that municipality. The one exception is Milton, which has a large share of its population leaving Milton across many industries (Table 13).

Table 21 profiles the **Accommodation & Food Services** sector. The largest occupations are food counter attendants and kitchen helpers (Skill Level D), chefs and cooks (Skill Level B), food and beverage servers (Skill Level C), followed by cashiers and cleaners (Skill Level D). Managers make up almost all the Skill Level A jobs. Overall, the commuting profile is similar to that for Retail Trade, except that with an even larger proportion of jobs in the Skill Level D category, there are even more jobs filled by local residents. Both Oakville and Burlington depend on a considerable number of commuters coming from outside their municipalities to fill Skill Level D jobs, numerically even more than for Retail Trade. As well, the number of people commuting into these municipalities for these jobs is about the same as the number commuting as well to Skill Level C and Skill Level D jobs in Accommodation & Food Services.

Table 15: Number of commuters by municipality, ALL INDUSTRIES

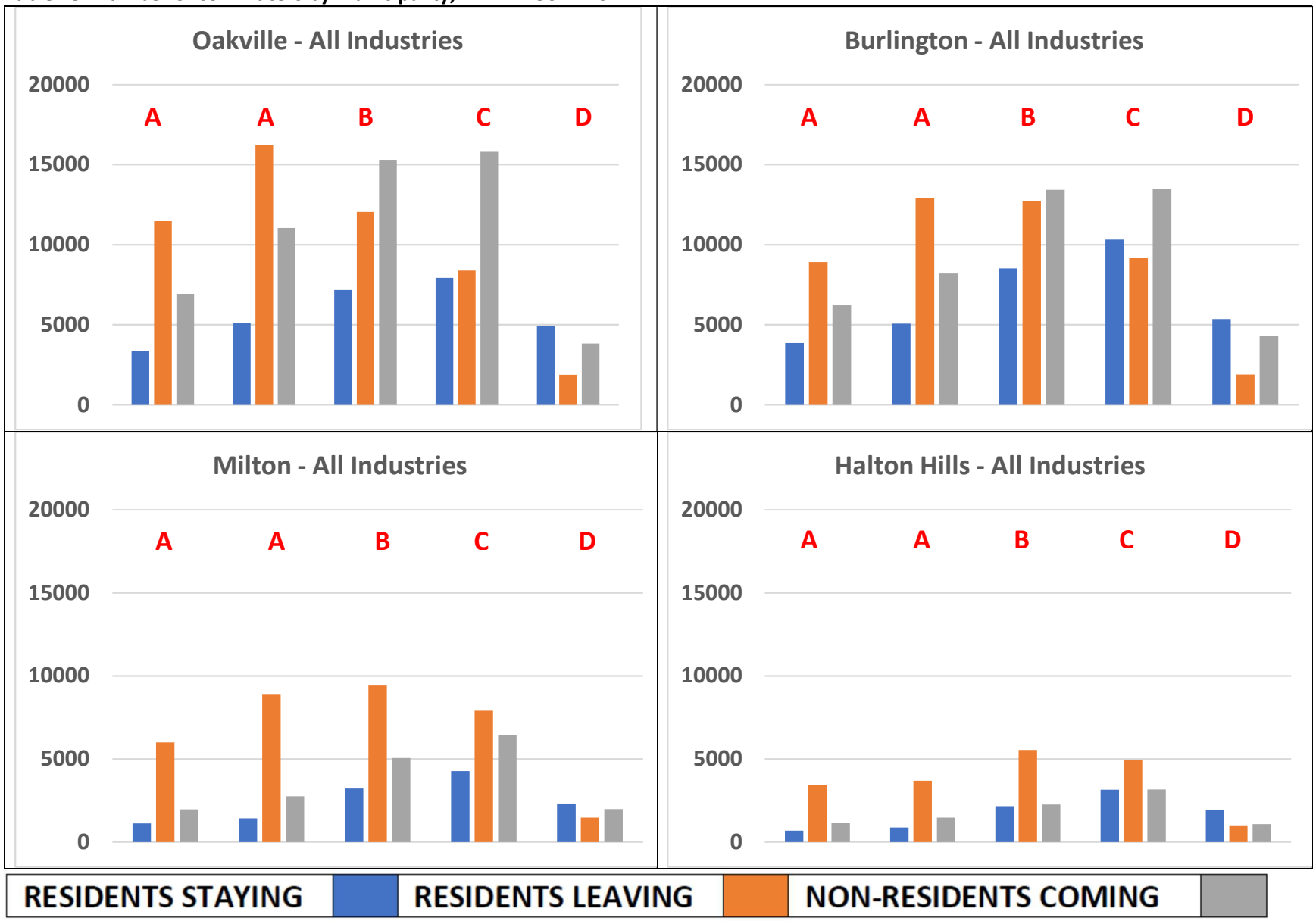

Table 16: Percentage of commuters by municipality, ALL INDUSTRIES

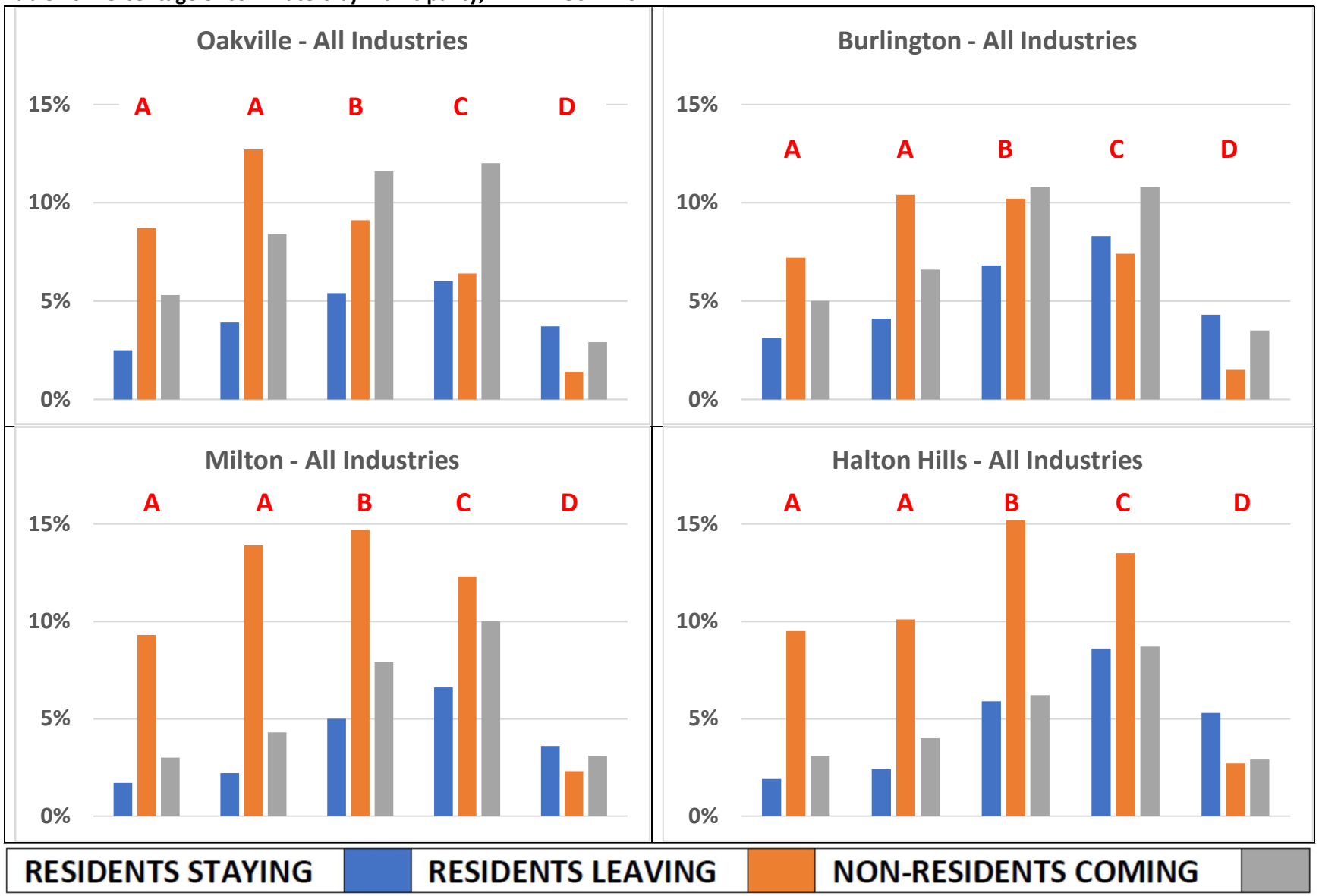

Table 17: Number of commuters by municipality, MANUFACTURING

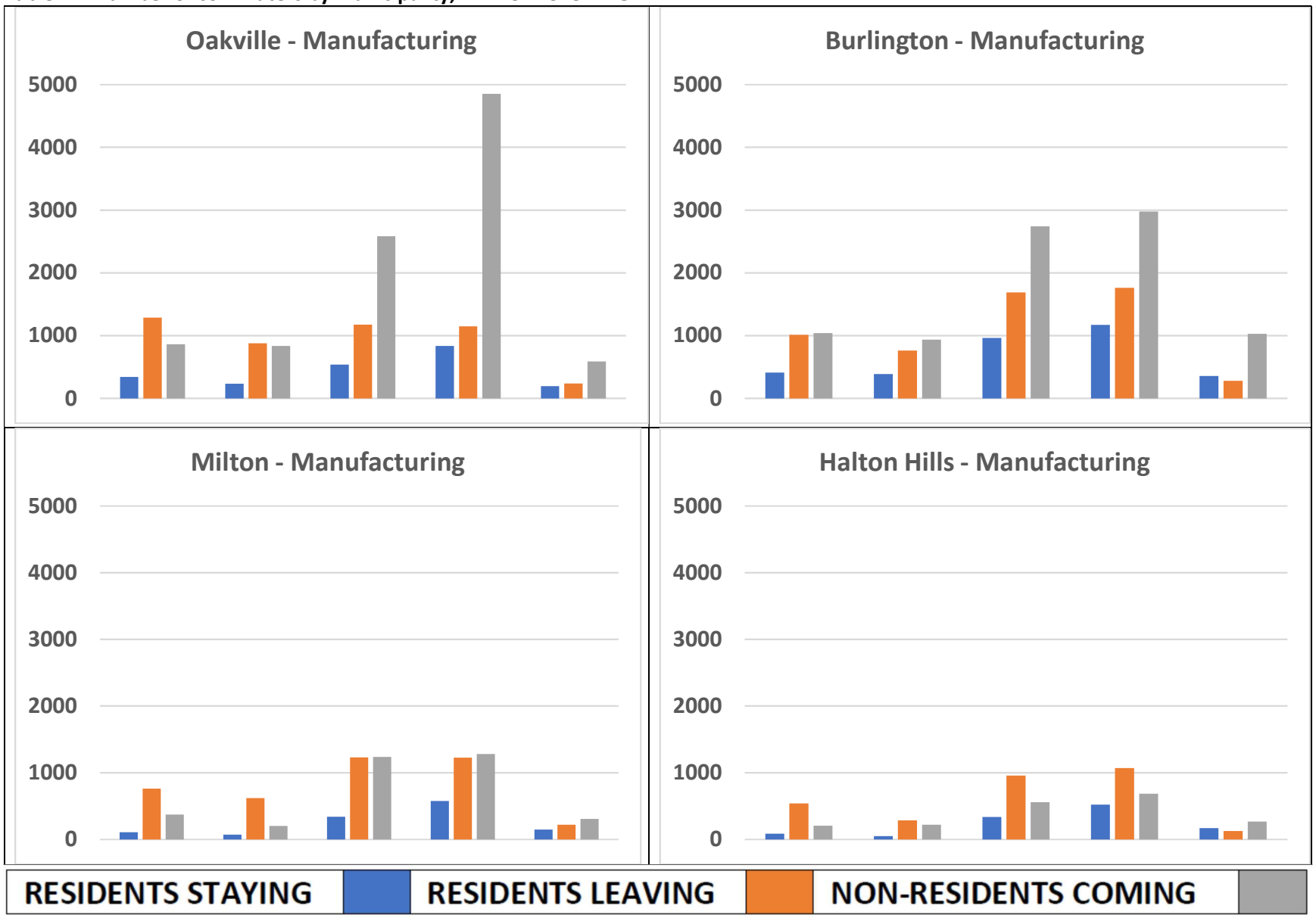

Table 18: Number of commuters by municipality, FINANCE & INSURANCE

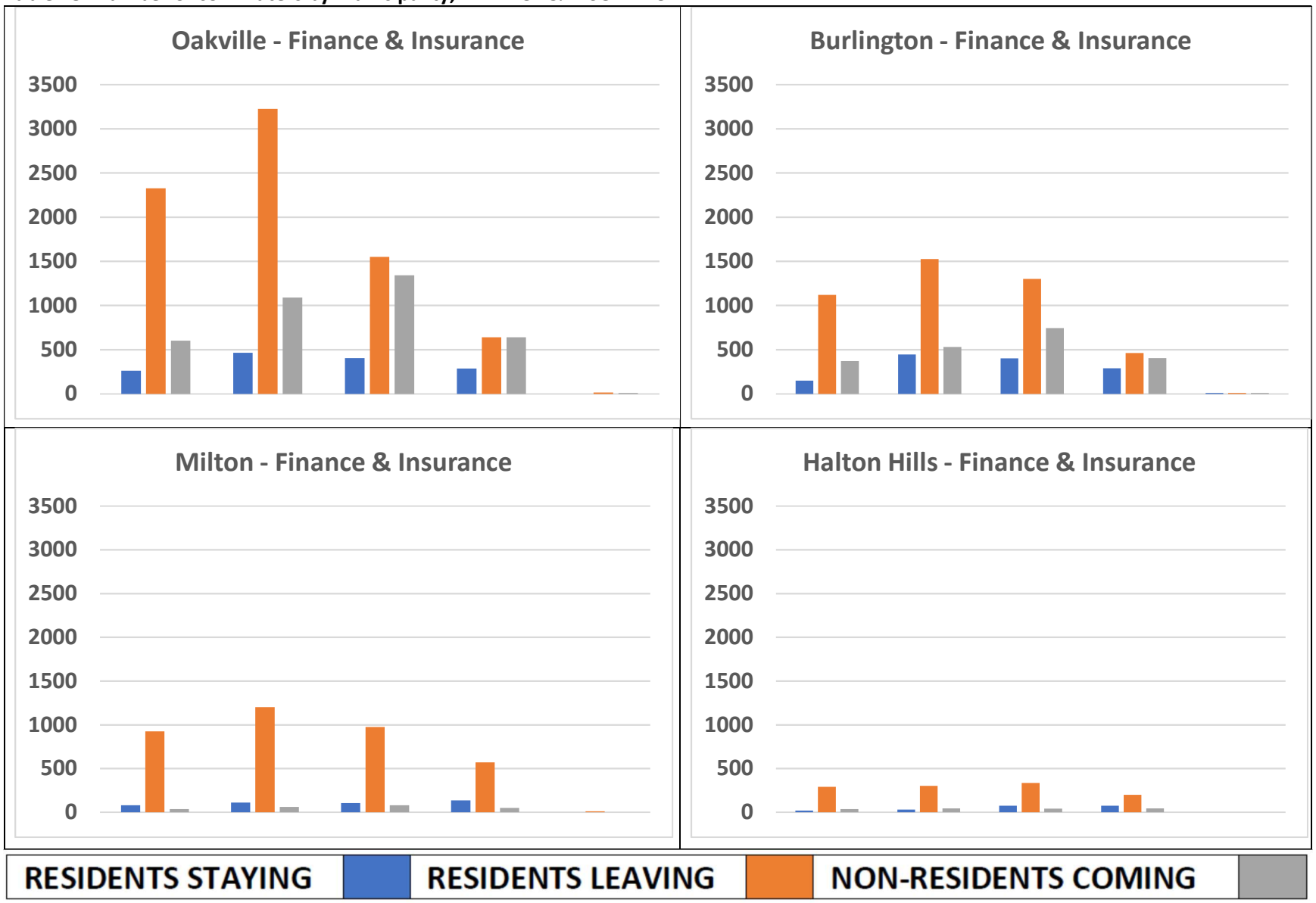

Table 19: Number of commuters by municipality, PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES

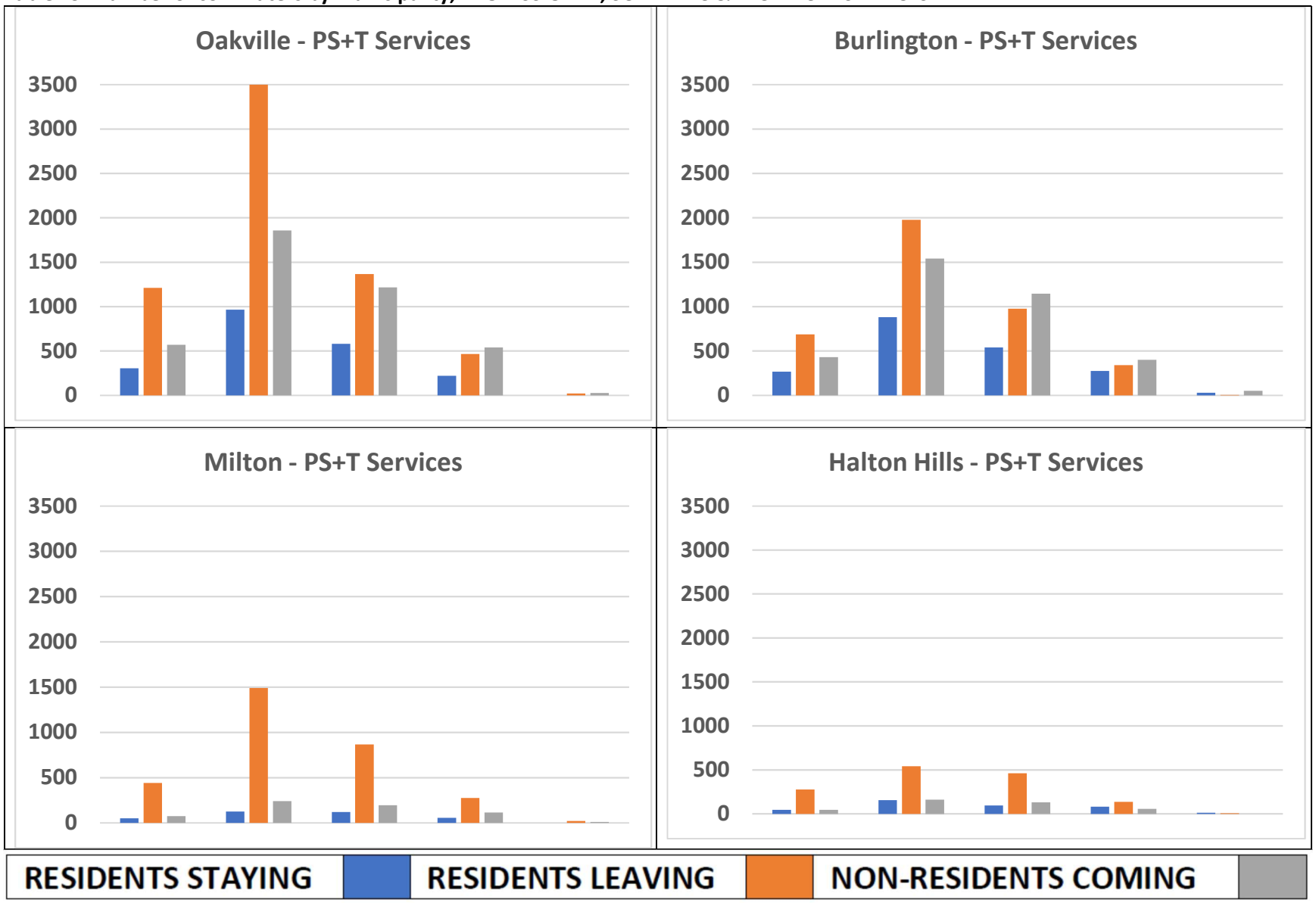

Table 20: Number of commuters by municipality, RETAIL TRADE

Table 21: Number of commuters by municipality, ACCOMMODATION & FOOD SERVICES