



# *on the move*

A study on where we live and where we work



EMPLOYMENT  
ONTARIO

Over half of Ontario's population lives and works in the province's central region. With high rates of immigration, commuting and re-location based on life stage, the region is often "on the move." In order to track some of these patterns and understand how this mobility affects employment, the five central region workforce planning groups (the Durham Workforce Authority, Peel Halton Workforce Development Group, Simcoe Muskoka Workforce Development Board, Toronto Workforce Innovation Group and the Workforce Planning Board of York Region, Bradford, West Gwillimbury) decided to take a closer look and analyze the mobility trends in each of the areas and across the region. These organizations, funded primarily by the Ontario Ministry of Training, Colleges and Universities, are mandated to identify the significant labour market or workforce development issues in their communities and address these issues through research, partnerships and collaboration.

Over the past few years the five organizations have worked together on research projects and events that target issues shared across jurisdictions and throughout central Ontario. These include a series of reports on the emerging green economy, over 100 occupational profiles related to green careers in various employment or industrial sectors, and events related to these reports.

Now, we are pleased to share the results of our most recent work: a look at how people move across central Ontario to work and to live. The report highlights some unusual findings in terms of high immigration numbers in some areas, the use of public transit as a preference in others, and the ways in which the population of central Ontario shifts and grows.

We are grateful for the support of our sponsor, the Ministry of Training, Colleges and Universities/Employment Ontario and all those who contributed their expertise and knowledge to this report. Tom Zizys was the researcher and wrote the first draft, Steve Pryce of Gorilla Photo is responsible for the design, and Alex Kollo of Outreach Communications contributed clarity by integrating research from each of the five areas into one final report for the region as a whole and editing the final report. Enriketa Dushi at Toronto Workforce Innovation Group helped make sense of the data.

We hope you find this report useful. It is available online at the websites of each of the contributing organizations:

**Durham Workforce Authority** – [www.durhamworkforceauthority.ca](http://www.durhamworkforceauthority.ca)

**Peel Halton Workforce Development Group** – [www.peelhaltonworkforce.com](http://www.peelhaltonworkforce.com)

**Simcoe Muskoka Workforce Development Board** – [www.smwdb.com](http://www.smwdb.com)

**Toronto Workforce Innovation Group** – [www.workforceinnovation.ca](http://www.workforceinnovation.ca)

**Workforce Planning Board of York Region and Bradford West Gwillimbury** – [www.wpboard.ca](http://www.wpboard.ca)





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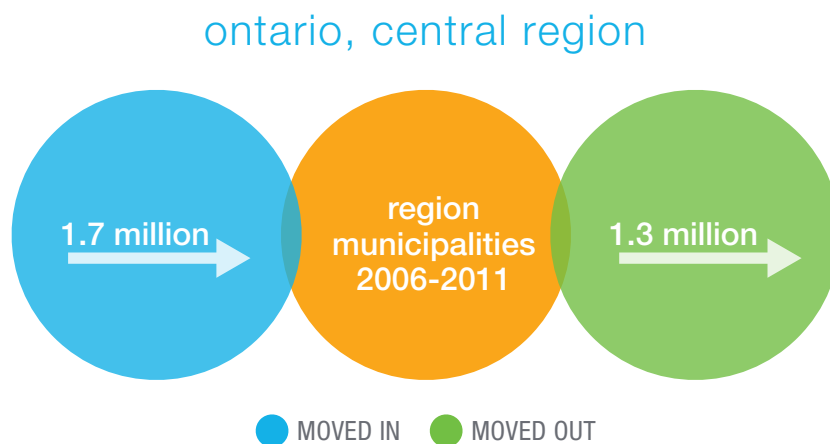
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# overview ▶

Ontario's Central Region is economically dynamic, diverse, and on the move. Made up of the City of Toronto (and the Toronto Census Metropolitan Area), the Regions of Halton, Peel, York and Durham, the County of Simcoe and the District of Muskoka, the region was home to 6,558,331 residents in 2011, more than half (52%) of Ontario's population. The number of residents has continued to grow steadily, adding another half a million people between 2006 and 2011.

Population growth, however, is only part of the Central Region's population dynamics. There is also a high level of movement: migration (movement of residence), immigration (arrival from foreign countries) and commuting (traveling to and from work).

Every year, thousands of individuals move in and out of each of the municipalities that make up Ontario's Central Region; much of the movement is between municipalities within the region as a whole. In total, over 1.7 million people moved into one of the region's municipalities between 2006 and 2011 and 1.3 million people moved out.



*Statistics Canada, Source: National Household Survey*

This report provides statistical data demonstrating the ways in which Ontario's Central Region is on the move and describes routes within and across the region, highlighting some distinct patterns:

- The City of Toronto, together with Peel and York Regions to a slightly lesser extent, are major settlement areas for newcomers
- Toronto residents move in large numbers to York, Peel and Durham.
- Peel residents move in large numbers to Halton and, to a smaller extent to, Simcoe.
- York loses some residents to Simcoe and Durham.
- Movement in Simcoe, and especially Muskoka, is more muted

Essentially, the patterns illustrate that Toronto accounts for a large number of movers, but in proportion to its population, York has greater mobility.

By and large, all of the region's municipalities experienced net population influx across all age groups. There are however, some exceptions:

- Toronto had a net loss of population by movement among people aged 0-17, 45-64, and those 65+, suggesting that families are more likely to move out of Toronto and that, for retirement reasons, individuals choose locations other than Toronto
- Durham, Simcoe and Muskoka had a net loss among 18-24 year olds, suggesting that this age group moves for educational or employment opportunities

During the same period, 2006-2011, Ontario's Central Region attracted 392,610 newcomers who tended to settle in different clusters according to their country of origin:

- 60,000+ newcomers arrived from India, 57 percent settling in Peel Region (34,000), 35 percent (21,000) settling in Toronto
- 47,000 newcomers arrived from China, 60 percent settling in Toronto (29,000), 25 percent settling in York (12,000)
- Another 47,000 newcomers arrived from Philippines, over 65 percent settling in Toronto (31,000), 19 percent settling in Peel (9,000)

Overall, nearly 70 percent of Peel, Toronto and York's newcomers arrived from Asia. In Durham, Halton, Simcoe and Muskoka, over 40 percent of newcomers came from either the Americas or Europe.

Commuting accounts for a very large portion of the movement happening in Ontario's Central Region. A high degree of that commuting occurs between regions and municipalities.

Among the over 40 municipalities that are part of the central region, only a handful have the number of local jobs equal to or greater than the number of local residents commuting to work. Burlington, Mississauga, Toronto, Vaughan, Newmarket and Markham are the region's job magnets.

In some instances, there is also a high degree of commuting between these municipalities. For example, 81,905 Mississauga residents commute daily for work to Toronto, while at the same time, 58,435 Toronto residents commute to Mississauga. There are similarly large numbers of commuters traveling between Toronto and Vaughan, Toronto and Markham, and to a lesser extent Mississauga and Brampton.

Interestingly, in only a small number of municipalities do the majority of residents commute to work within their home municipality. These include Toronto, Mississauga, Barrie, Collingwood, Orillia, Midland, Gravenhurst, Bracebridge and Huntsville. In Toronto as many as 81 percent of the commuters traveling to work are going to jobs within the city.

A number of smaller and larger municipalities have more commuters traveling for work to a specific neighbouring municipality compared to the number traveling to work within their home municipality. The larger municipalities include Milton, Vaughan, Markham, Richmond Hill, Pickering, Ajax and Whitby.

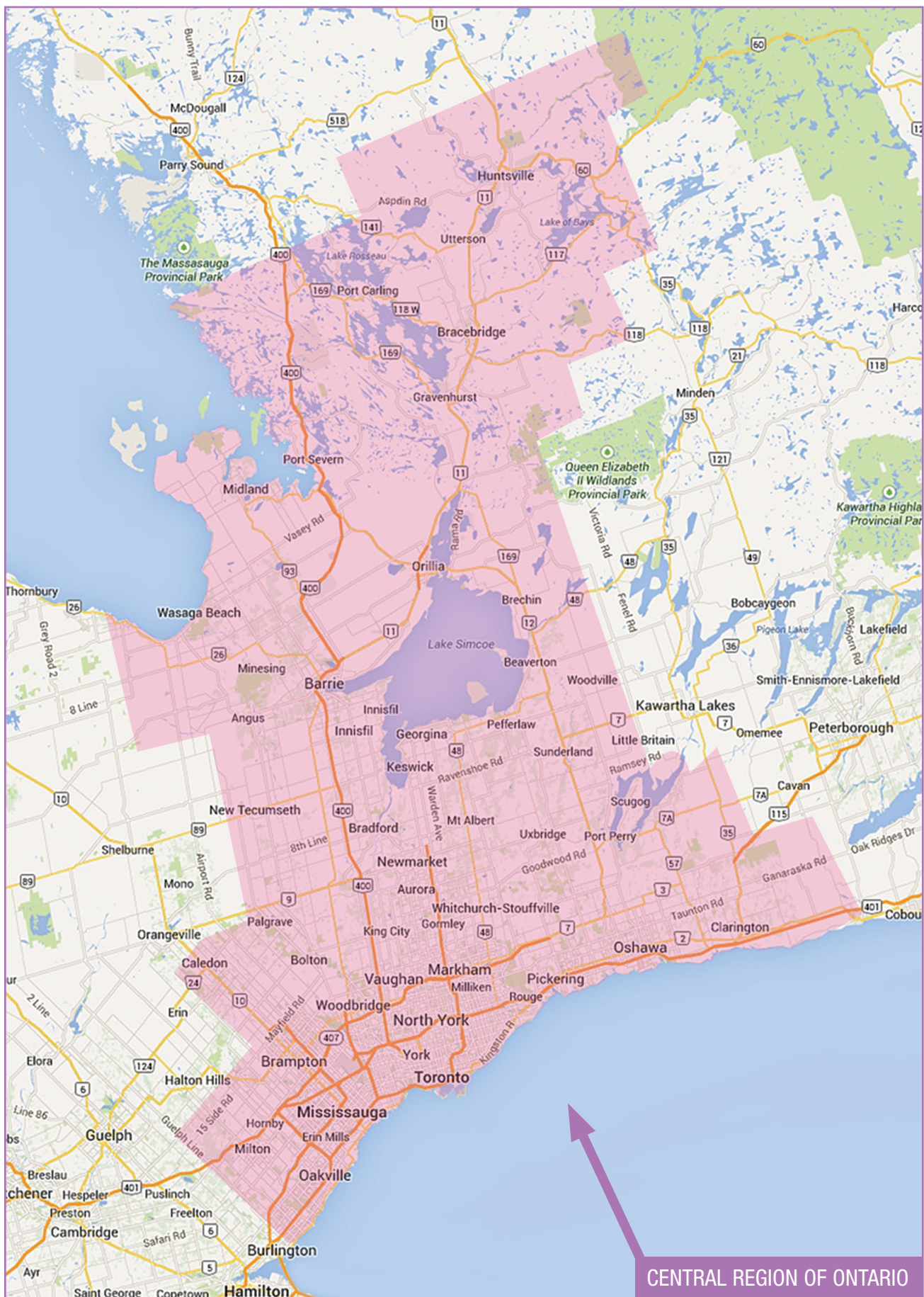
This huge volume of two-way commuting traffic creates a significant challenge for drivers trying to get to work across the region. In most cases commuters are driving in cars alone, with the exception of Toronto where the number of residents using public transit is almost equal to solo auto drivers. Together, all these factors point to the complexity the Ontario Central Region faces where mobility is concerned. These issues affect transit and municipal planning in accommodating population growth, density, and growing diversity.

# methodology ▶

This report reviews the various ways in which people in Ontario's Central Region move – from changing residence between one region and another (mobility) to immigration (arriving to Canada from another country) to commuting (traveling for work).

The data presented relies on the most recent census conducted in 2011 and often reviews changes which have taken place during the five years since the previous census (2006). Where possible, the data is broken down by categories.

Comparisons are made between areas of the Central Region, which is comprised of the City of Toronto, Peel Region, Halton Region, Durham Region, York Region, Simcoe County and the District of Muskoka.





# mobility ▶ and population change





Mobility, for the sake of this report, refers to moving from one region to another.

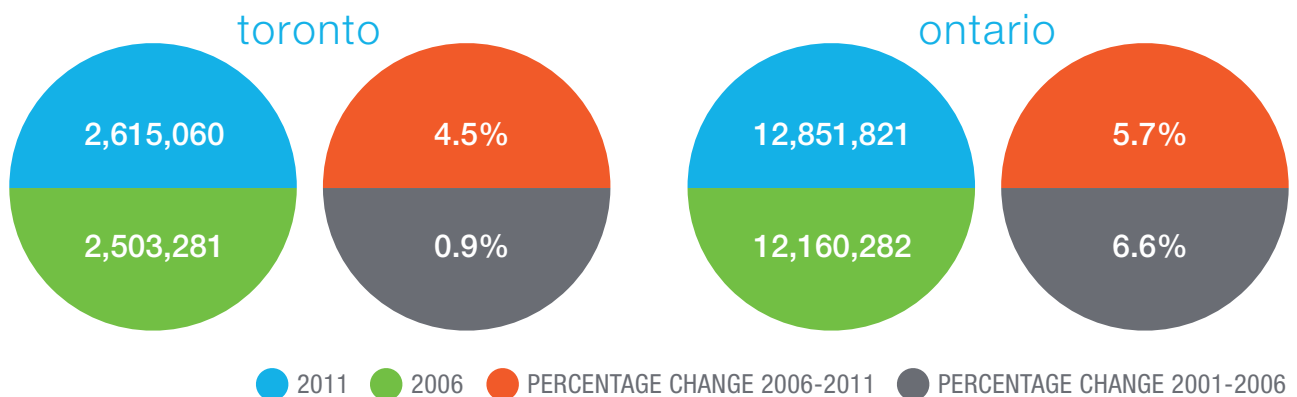
The mobility figures are derived from a dataset compiled by Statistics Canada using a comparison of addresses from individual income tax returns for two consecutive years. The data in this report covers the tax years from 2006-2007 to 2010-2011. The figures for each year have been compiled into a mobility summary for the years 2006 to 2011.

Overall, there is a clearly identifiable mobility pattern for the Central Region. First, the City of Toronto is the major landing destination for newcomers. Peel and York Regions are important secondary landing destinations for newcomers, and also receive a considerable number of movers from Toronto. Movers from Toronto, Peel and York contribute a significant proportion of residents moving to other parts of the Central Region and out of the region entirely. Thus, showing that newcomers settle in the central core of this region, and residents from the central core fan out westward, northward and eastward.

The other important observation of note is that movement is rarely one way. While many people may move from Region A to Region B, usually a considerable number are also moving from Region B to Region A. The net figure (the difference between the movement in each direction) reveals the ultimate pattern.

The one exception to this pattern is people coming from a foreign country, where the movement is almost all one-way. Between 2006 and 2011, 38,380 people moved from Toronto to a foreign country; still, this figure is dwarfed by the 294,792 individuals who arrived to Toronto from a foreign country. There is a slight lopsidedness in the mobility figures between the Central Region and locations in Alberta during this period, although this was much more pronounced in the first half of the five-year period reviewed. Over the three-year stretch between 2006/07 and 2008/09, the Central Region experienced a net migration to Calgary and Edmonton of approximately 6,000 individuals a year, while during the two-year period of 2009/10 and 2010/11, the net migration slowed to around 700 a year.

#### CITY OF TORONTO AND ONTARIO: CENSUS POPULATION AND PERCENTAGE CHANGE



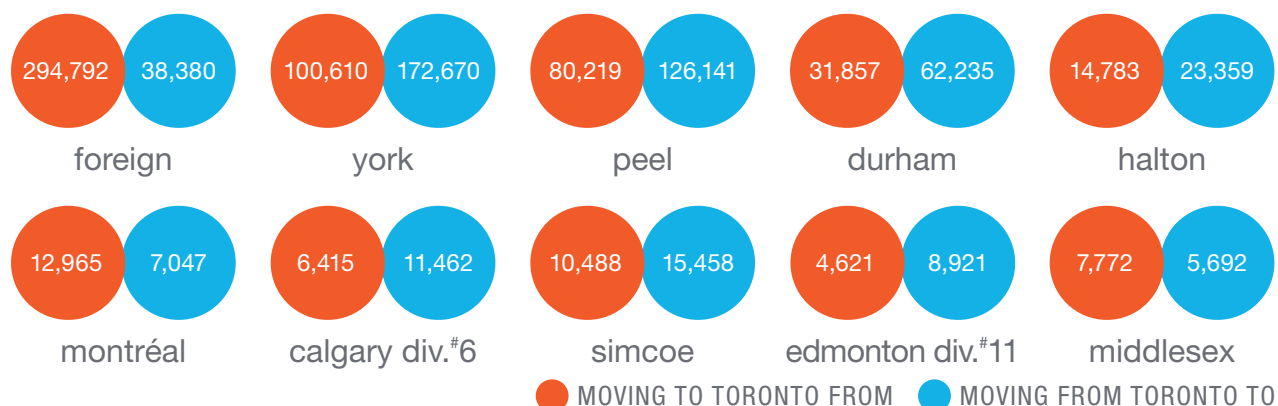
## CITY OF TORONTO

The rate of population growth has picked up in the City of Toronto. Between 2006 and 2011, the city's population grew by 4.5%. While this was lower than the provincial average, it is considerably higher than the rate experienced between 2001 and 2006.

The greatest source of population growth due to migration comes from immigrants arriving from overseas. The numbers for the two other regions that make the top 10 for largest net population movement (Montreal and Middlesex – which covers London, Ontario) are minuscule compared to the figures for foreigners.

The same can be said for the out-migration where the largest figures by far are within the Greater Toronto Area, primarily York, Peel and Durham Regions.

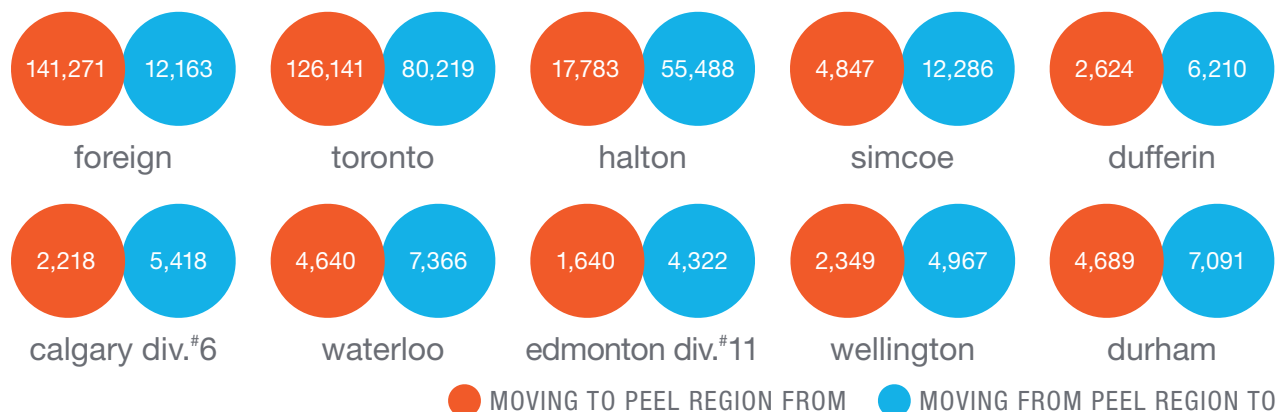
### CITY OF TORONTO: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011



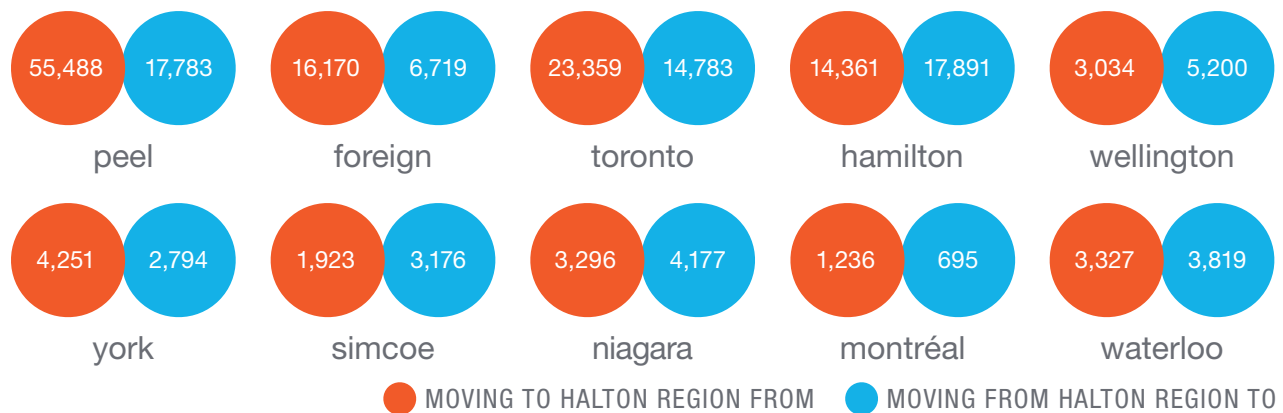
## PEEL-HALTON REGION

Both Peel and Halton Regions have experienced considerable population growth between 2006 and 2011, more than double the rate for Ontario. The rate of growth is somewhat smaller than that experienced between 2001 and 2006, slightly more so for Peel Region.

### PEEL REGION: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011



#### HALTON REGION: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011

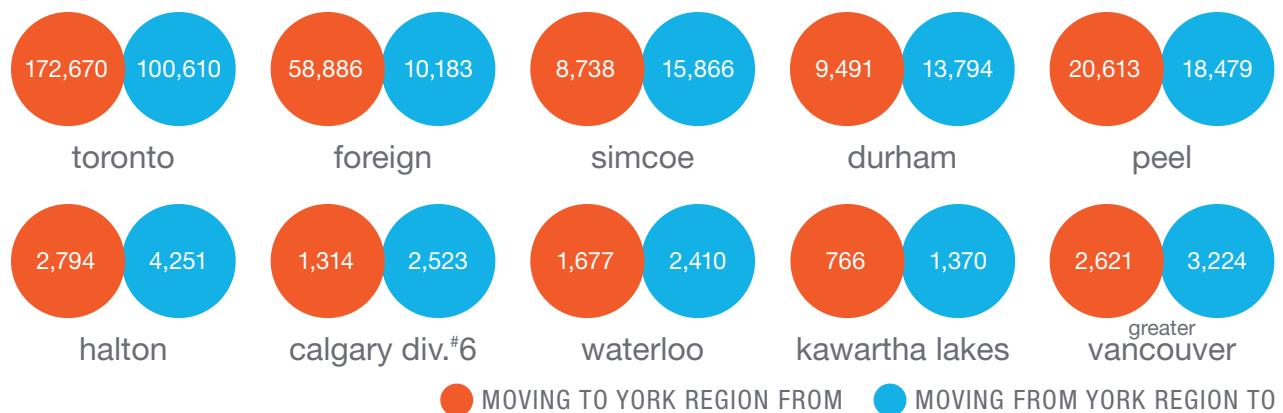


#### YORK REGION AND BRADFORD WEST GWILLIMBURY

York Region and Bradford West Gwillimbury experienced considerable population growth between 2006 and 2011, more than two and half times the average rate of growth across Ontario. That rate of growth was somewhat smaller for York Region compared to the 2001 to 2006 figure, while for Bradford West Gwillimbury it more than doubled.

York Region's growth from net migration essentially comes from Toronto and the influx of newcomers, with a small number of people coming from Peel Region. York's net outflows are primarily to the north (Simcoe) and east (Durham), followed by people spreading out to a wide diversity of destinations, including Calgary, Waterloo and Vancouver.

#### YORK REGION: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011



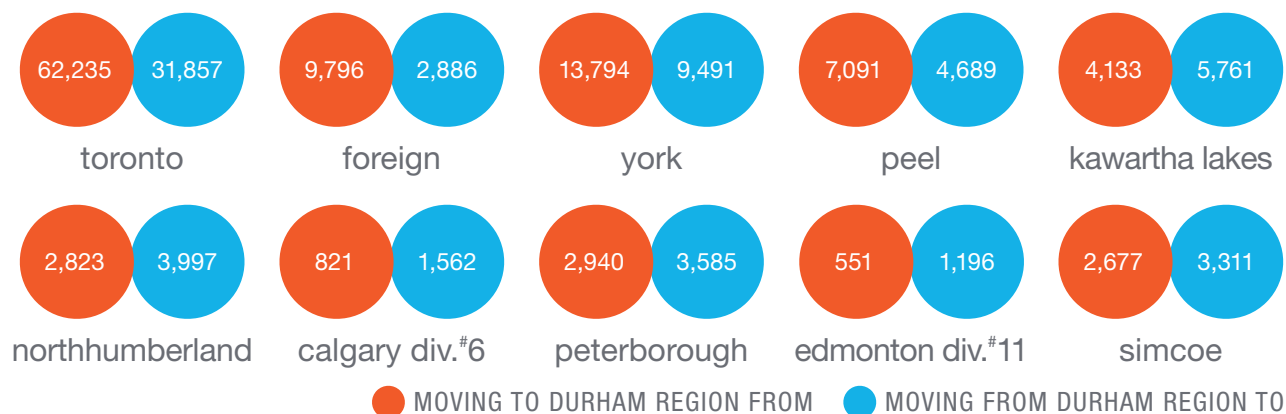


## DURHAM REGION

Durham Region also experienced considerable growth, surpassing the provincial average rate of growth for both 2001 to 2006. However, that rate has slowed slightly from 10.7% to 8.4%.

Durham Region's growth from net migration essentially comes from the rest of the Greater Toronto Area, while its net outflows over the last five years have been to neighbouring counties east and north of Durham, as well as to Alberta.

### DURHAM REGION: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011

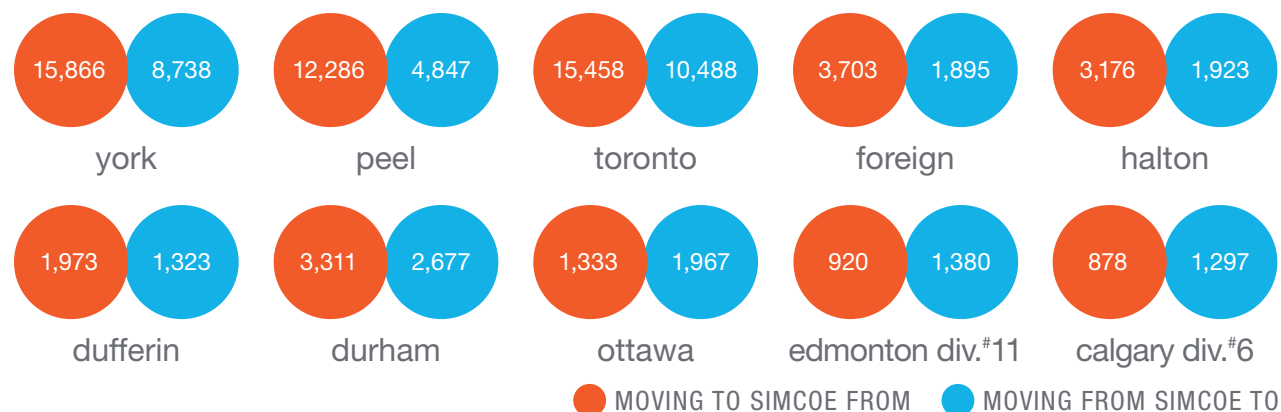


## SIMCOE COUNTY AND THE DISTRICT OF MUSKOKA

Population growth between 2006 and 2011 in both Simcoe and Muskoka has slowed compared with the growth between 2001 and 2006. In the case of Simcoe, however, growth nevertheless equaled the average for the province. In Muskoka there was very little population growth, an increase of less than 1%.

The County of Simcoe draws on the Greater Toronto Area and neighbouring regions for growth from population migration. The net migration due to immigration from overseas makes up a smaller proportion of all migration compared to other parts of the Central Region. In the case of both York and Toronto, there are significant numbers of movers going both ways. On the other hand, the net population losses are to locations farther away, namely Ottawa, Edmonton and Calgary.

### YORK REGION: TOP TEN REGIONS, NET MIGRATION TO AND FROM 2006-2011

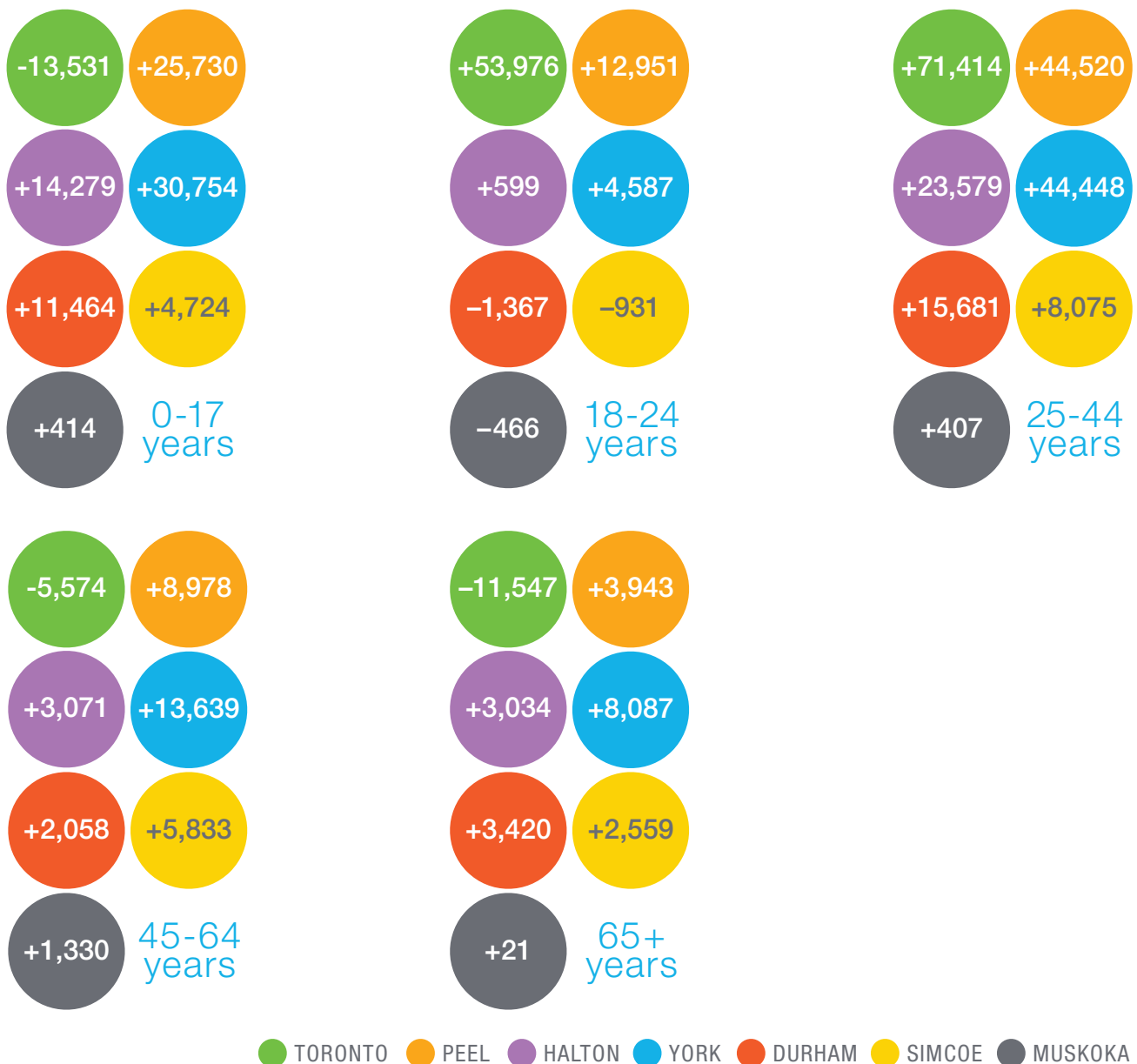


## MOBILITY AND AGE

Net population changes not only vary in terms of origins and destinations, they also have different profiles in terms of changes by age group. The table below highlights the net population changes due to migration by different age categories. In order to provide a context, the figures for all Central Region are provided.

Overall, mobility by age analysis demonstrates a trend towards a large increase of 25-44 year olds in Toronto and a considerable drop in the number of 0-17 year olds, while other regions see a rise among both 25-44 year olds and 0-17 year olds. This suggests that younger families are migrating out of Toronto, fanning out in the outlying regions, and are replaced in Toronto by many in-coming young adults who are singles or couples without children.

### CENTRAL REGION: NET MIGRATION BY AGE GROUPS, 2006-2011



## CITY OF TORONTO

Toronto is unique in the Central Region for its pattern of migration by age. For each of the five years highlighted, Toronto had a net out-migration of residents aged 0-17 years of age, as well as people 45-64 years old and those 65+. Cumulatively, over the period between 2006 and 2011, no other area in the Central Region has seen a net loss of population in these age categories.

At the same time, Toronto has experienced the highest increase in the youth and prime working age categories: 18-24 year olds and 25-44 year olds.

The fact that there is a net out-migration of 0-17 year olds and a very large influx of 24-44 year olds would suggest that overall there is a net departure of families with young children in Toronto, with those residents being replaced by in-coming young adults who are singles or couples with no children.

## PEEL – HALTON REGION

Peel Region experienced net increases in the younger age categories. Compared to York Region, which had a net influx of 25-44 year olds, Peel witnessed considerably more growth among 18-24 year olds, and noticeably less growth among 45-64 year olds and those 65+.

Halton Region, on the other hand, exhibited a net population migration profile that tilted slightly toward an older population, with a proportionately larger influx of those aged 65+, and very little increase among those aged 18-24.

Both regions appear to attract young families, with large net increases not only among 25-44 year olds, but also among 0-17 year olds, presumably the children of many of these younger adults. This is in sharp contrast to the figures for Toronto.

## YORK REGION AND BRADFORD WEST GWILLIMBURY

York Region experiences strong population growth from migration across all age categories. Compared with all central region areas, it has the highest influx of people at both ends of the age spectrum, both among 0-17 year olds, as well as 45-64 year olds and those 65+. At the same time, the number of prime working age adults is also high.

## DURHAM REGION

Durham Region experiences moderate population growth compared with Toronto, Peel-Halton and York. It has an outflow of youth 18-24 years old. Its highest numbers of population growth by age are of people 25-44 years old and 0-17, suggesting that Durham attracts young families. The region also receives a slightly higher proportion of seniors aged 65+.

## SIMCOE COUNTY AND THE DISTRICT OF MUSKOKA

Simcoe County attracts a significantly higher number of residents compared to Muskoka. Between 2006 and 2011, Simcoe received a net 20,260 residents through migration, while Muskoka attracted 1,706. Both counties experienced a net loss of 18-24 year olds. At the same time, Muskoka drew a large number of 45-64 year olds, while Simcoe's largest age category of growth came from 25-44 year olds.

In addition, Simcoe attracted a significant number of young families, with a large net increase not only among 25-44 year olds, but also among 0-17 year olds, presumably the children of many of these younger adults. The county also experiences significant in-migration among 45-64 year olds, and those aged 65+.



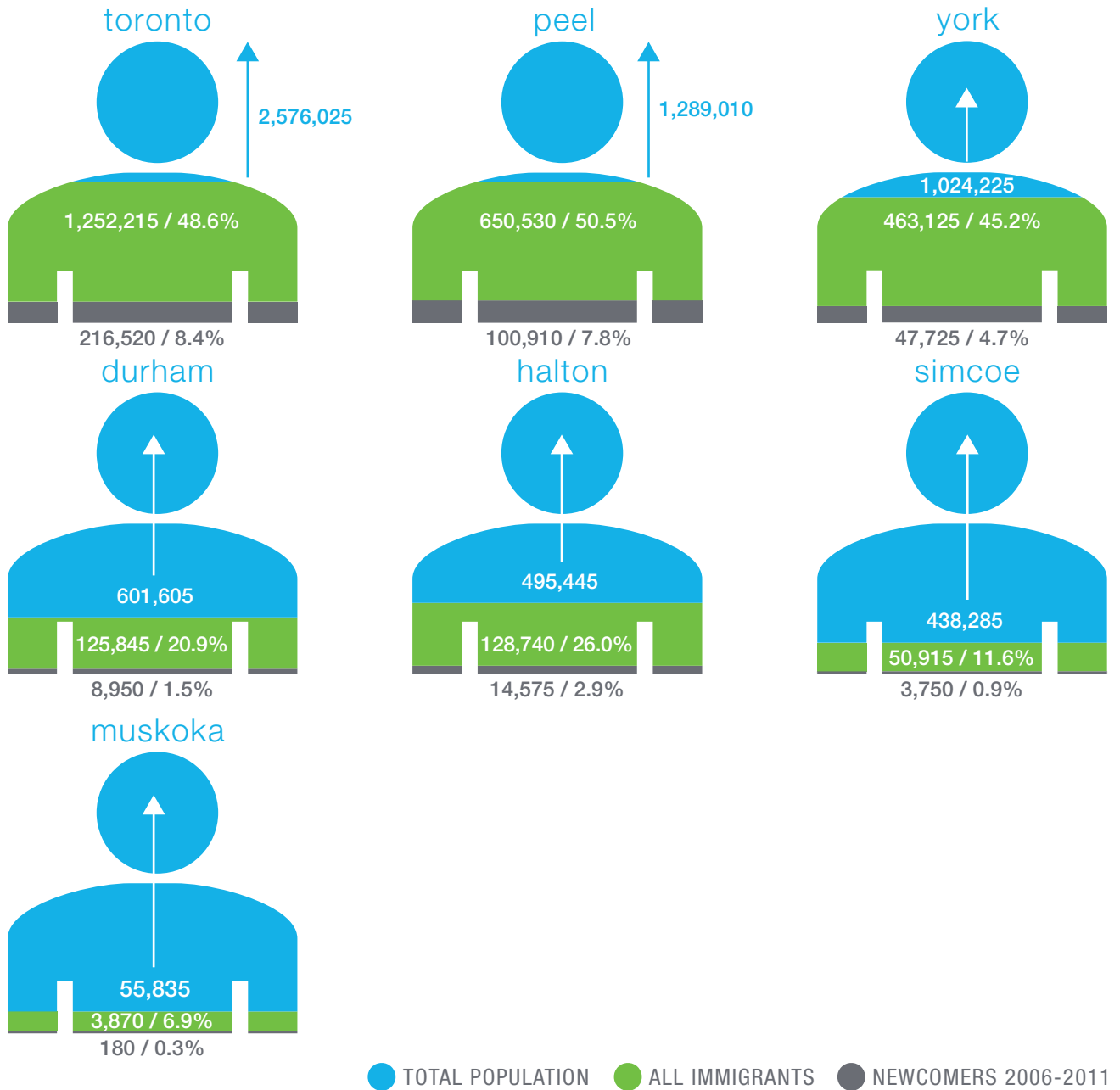
immigration ▶



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As Mobility patterns illustrate, newcomers contribute significantly to population growth in the Central Region, however their impact varies by area. The 2011 National Household Survey data offers a snapshot of population growth due to immigration. The illustration below demonstrates the total number of newcomers in each of the divisions within the Central Region compared with the total number of immigrants.

CENTRAL REGION: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011



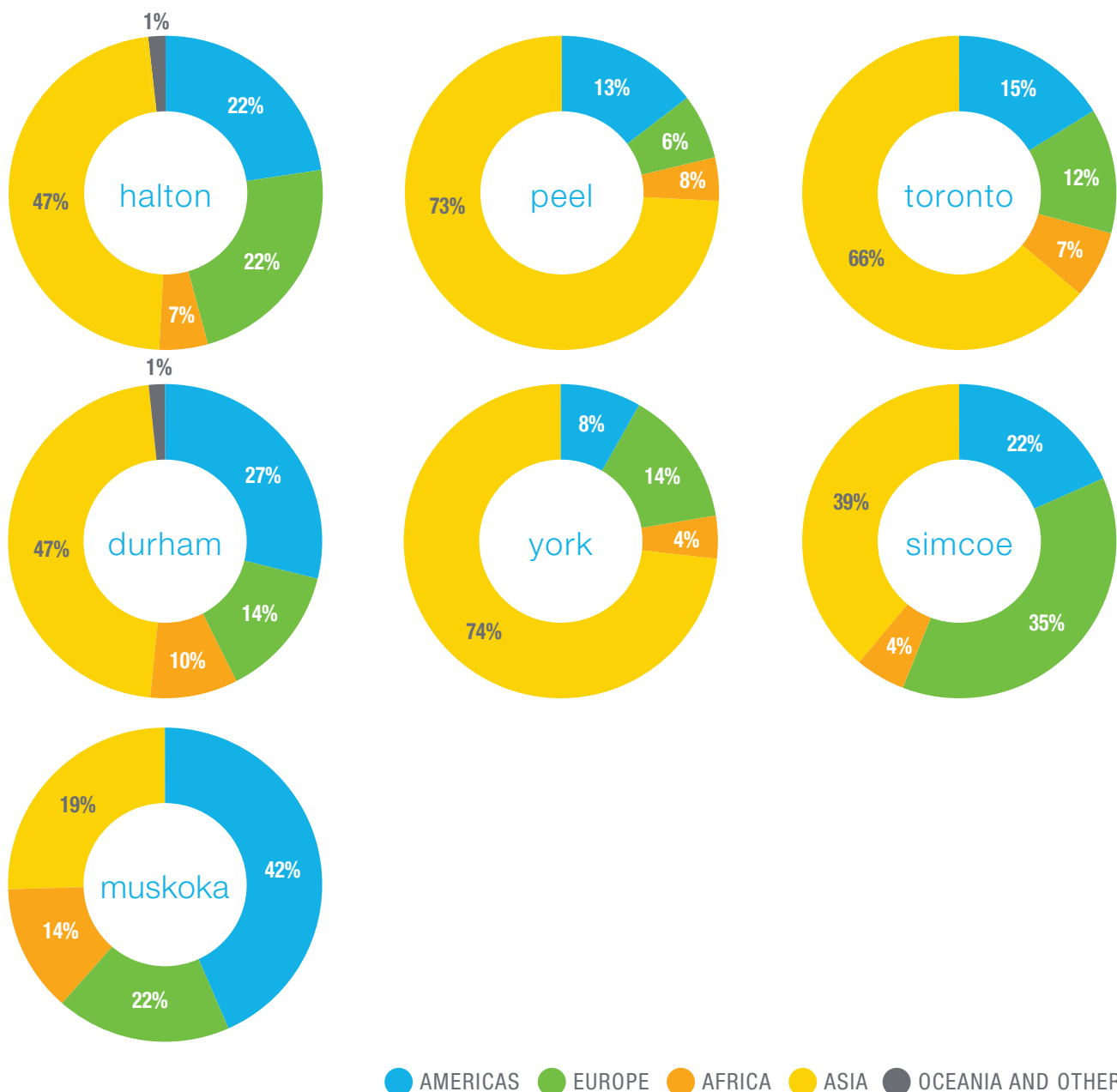
Peel Region has the highest proportion of residents born outside of Canada, accounting for a little over half of its population (50.5%). The City of Toronto and York Region have similar numbers of immigrants as part of their populations (48.6% and 45.2% respectively). Comparatively, Halton and Durham have less than 30% of their residents identifying as born outside of Canada.

In terms of newcomers (immigrants who arrived between 2006 and 2011), Toronto stands first with 8.4% of its total population classified as newcomers. Peel Region comes a close second (7.8%), and York Region a more distant third (4.7%). Once again, Durham has a considerably smaller proportion of newcomers at 1.5%.

Each part of the Central Region reflects a different mix of sources for their newcomer populations. The table below demonstrates where newcomers are coming from, by world region.

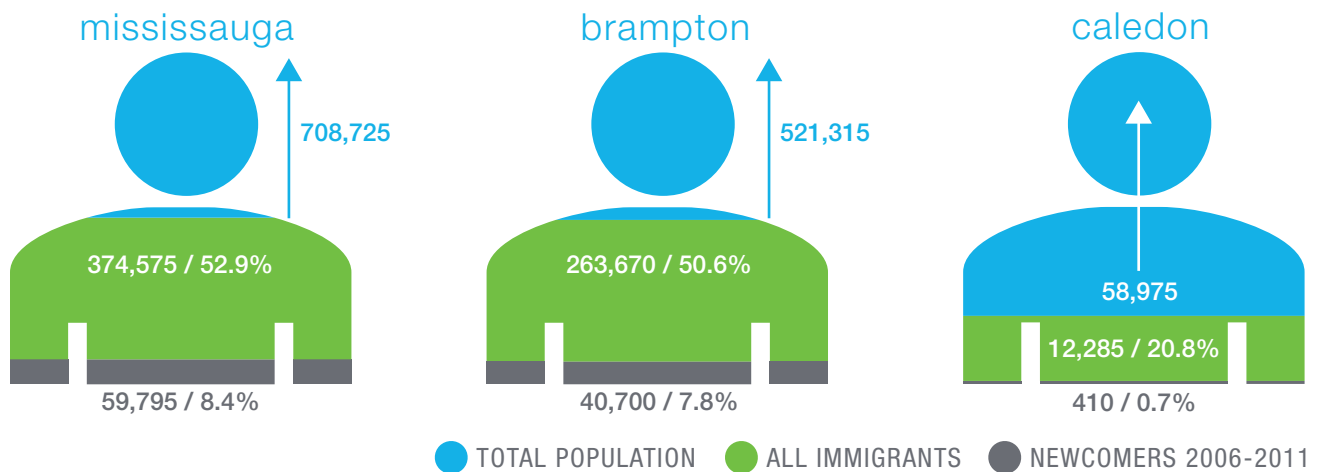
Toronto, Peel and York have two-thirds or more of their newcomers coming from Asia, while Durham, Halton, Simcoe and Muskoka have 40% or more of their newcomers coming from either the Americas and/or Europe.

#### CENTRAL REGION: SOURCE REGIONS FOR NEWCOMERS, 2006-2011





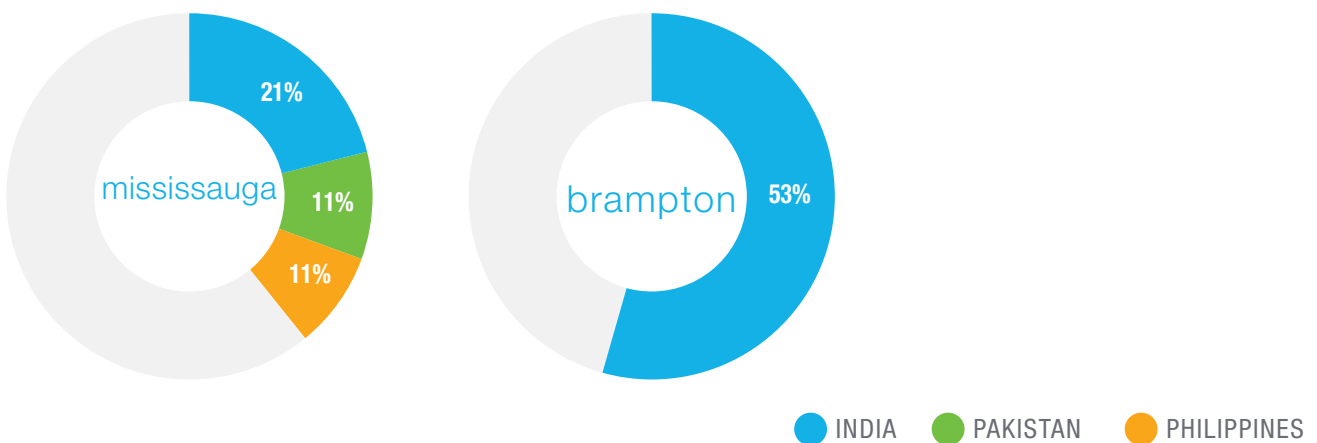
PEEL REGION: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011



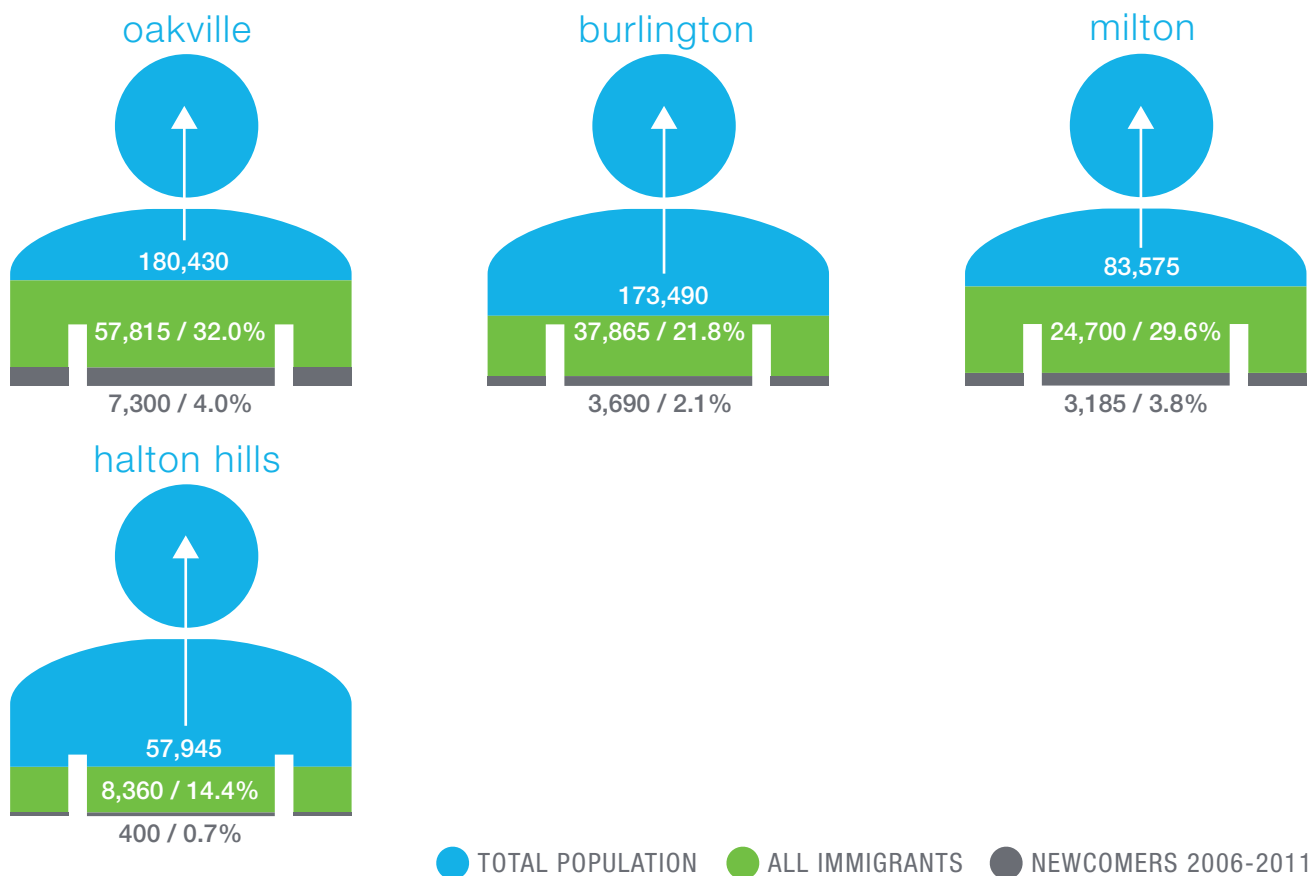
There are four municipalities in the Central Region where more than 50% of the residents are immigrants to Canada. Two of them are found in Peel Region (Brampton and Mississauga). The other two are in York Region (Markham and Richmond Hill).

The City of Mississauga has the same proportion of newcomers as the City of Toronto, 8.4% – the largest in Central Region. The chart below shows the prominent source countries of immigration for the high destination cities in Peel.

PEEL REGION: SOURCE REGIONS FOR NEWCOMERS, 2006-2011

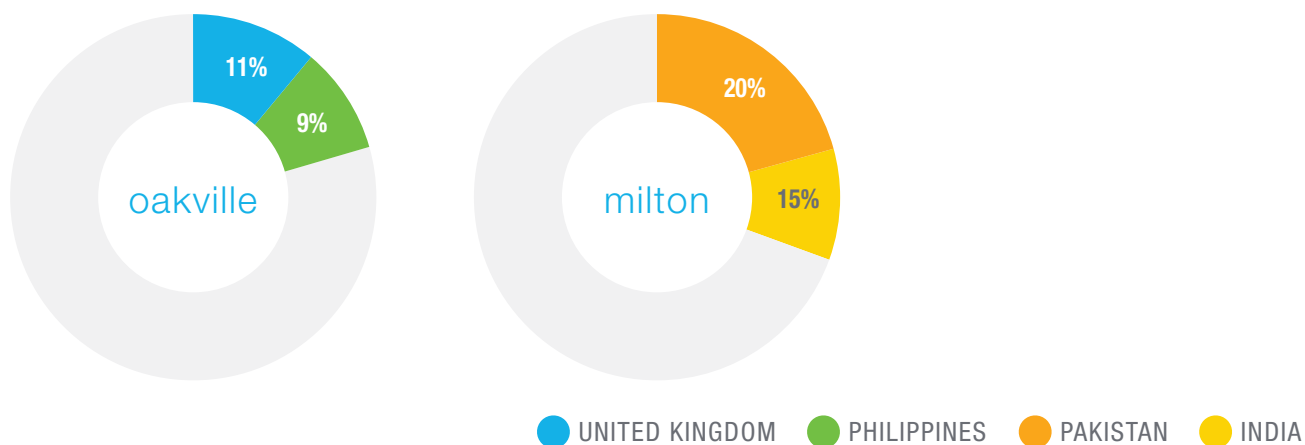


# HALTON REGION: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011



The two municipalities with the largest immigrant populations, Oakville and Milton, show slightly less than a third of their residents are born outside of Canada. Burlington has a lower share of immigrants, at 21.8% only slightly larger than the share for Caledon in Peel Region, whereas Halton Hills has a very low proportion of immigrants. The newcomer populations are also proportionately smaller.

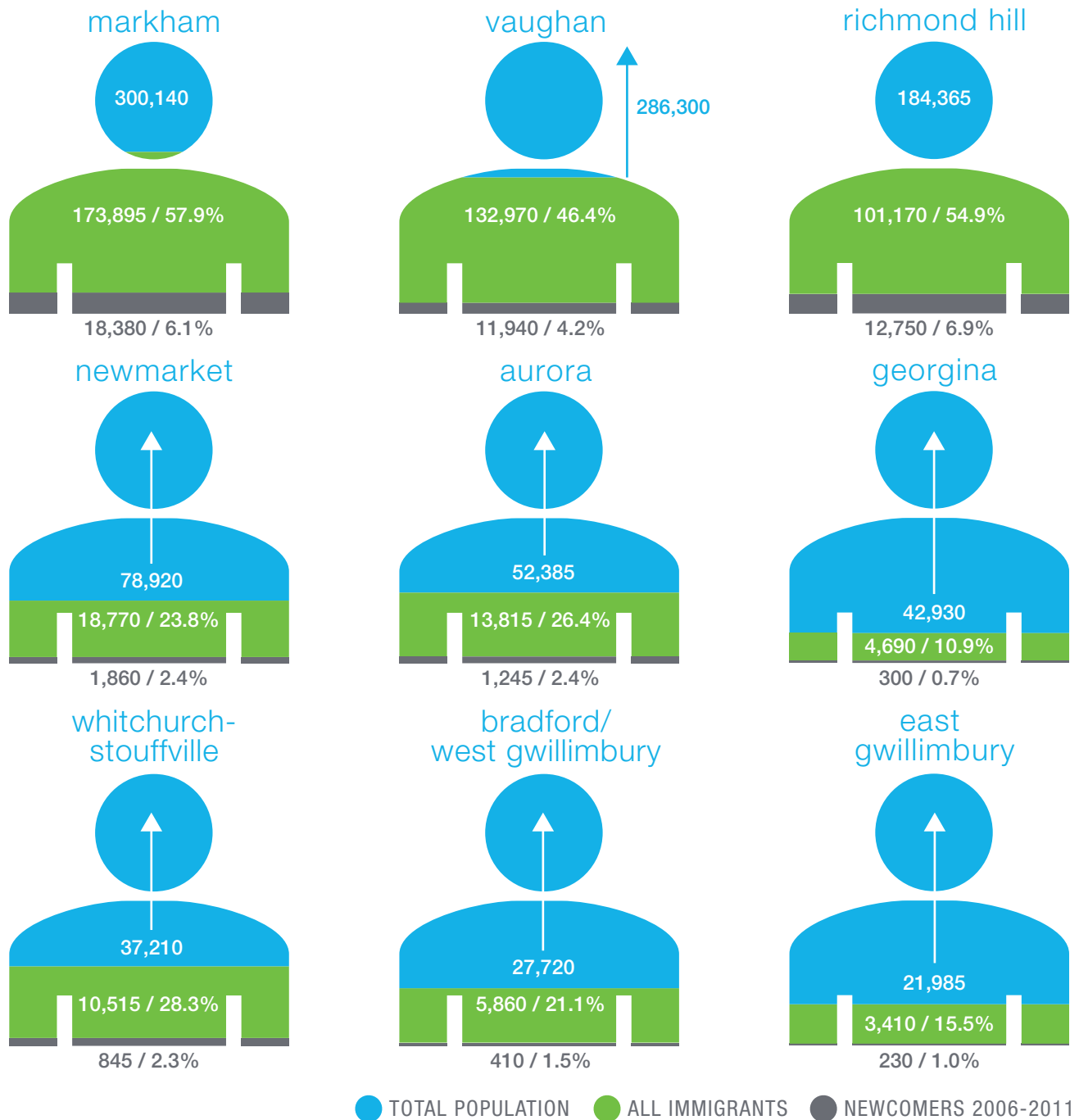
## HALTON REGION: SOURCE REGIONS FOR NEWCOMERS, 2006-2011



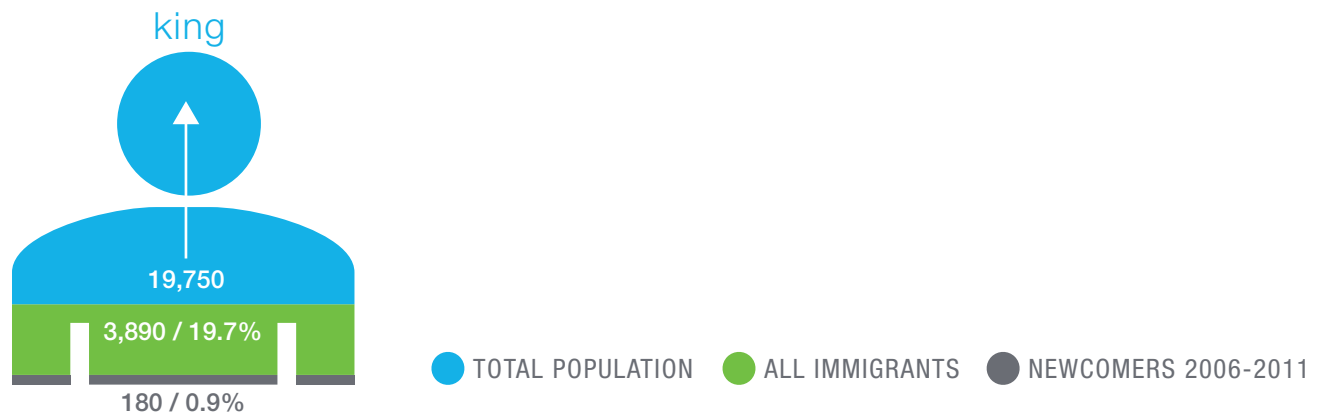
Two of the four municipalities in the Central Region where more than 50% of the residents were born outside of Canada are in York Region. Markham and Richmond Hill are the two with the largest proportions. Vaughan also registers a very high proportion of immigrants among its residents, 46.4% just slightly less than the 48.6% figure for the City of Toronto.

Richmond Hill and Markham also have very high proportions of recent newcomers (arrived to Canada between 2006 and 2011) among its residents. Their figures are somewhat less than the high numbers found in Mississauga (8.4%), Toronto (8.4%) and Brampton (7.8%). The figure for Vaughan (4.2%) is the next highest in the Central Region.

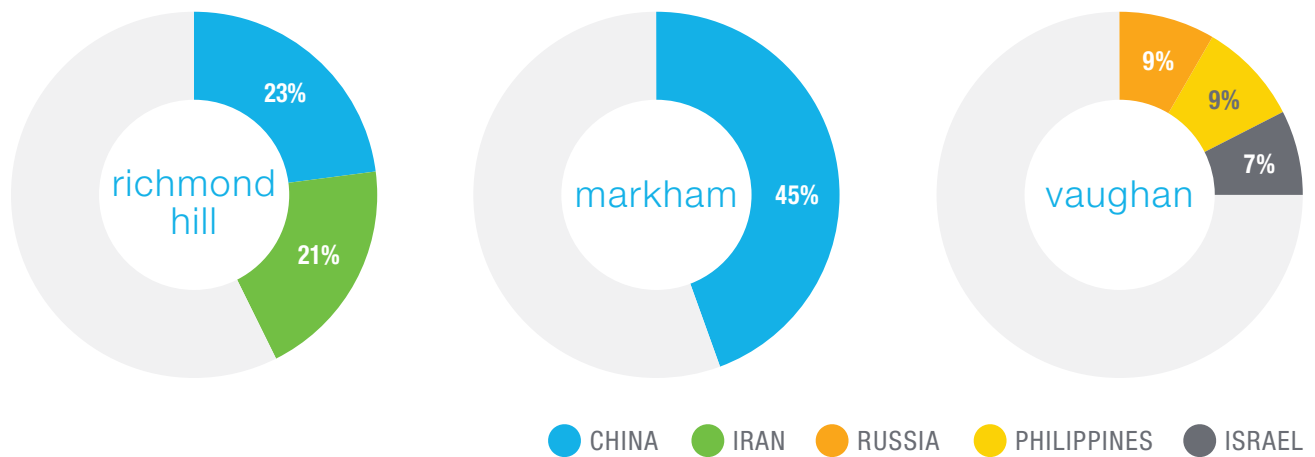
**YORK REGION AND BRADFORD WEST GWILLIMBURY: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011**





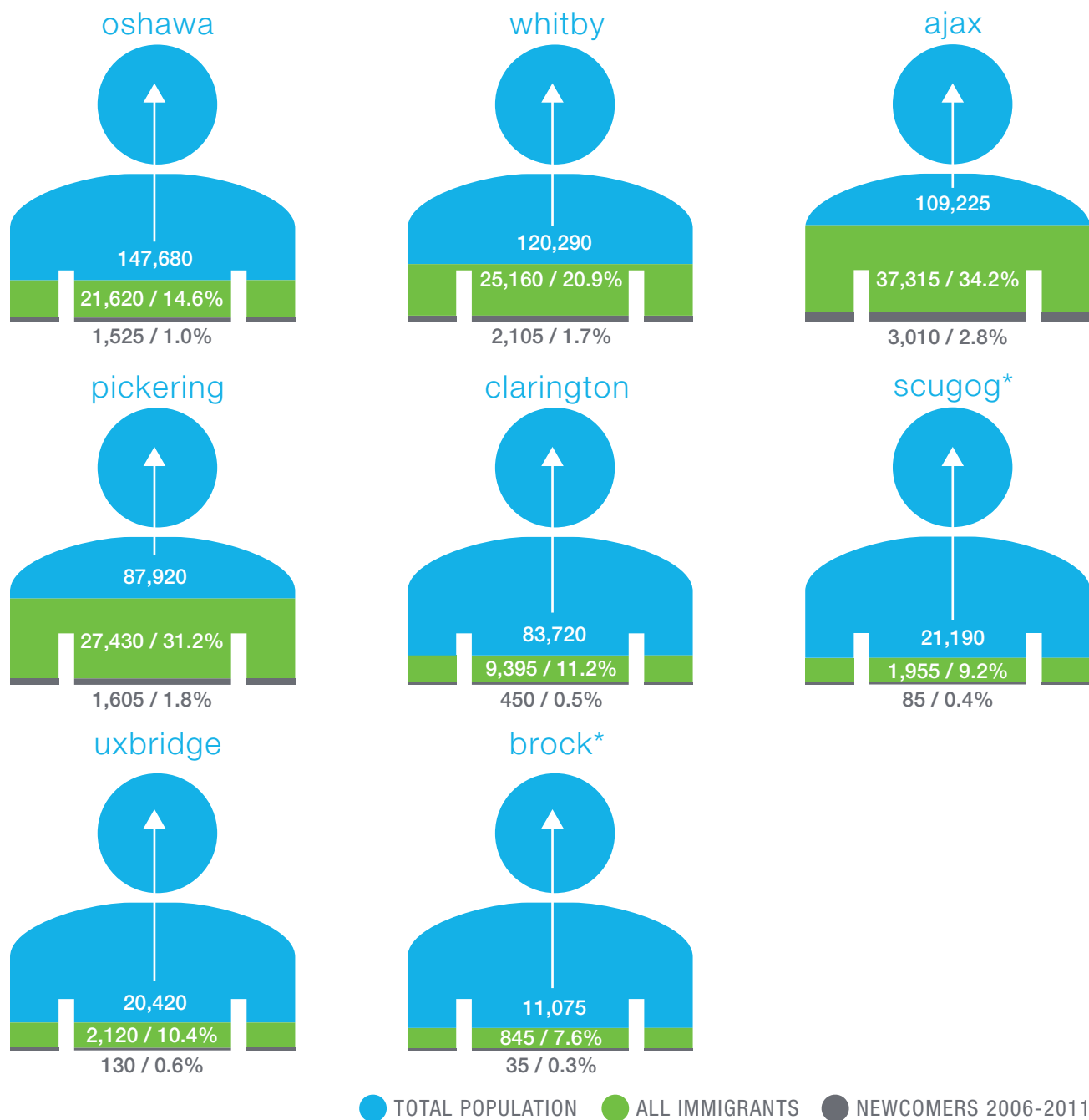


YORK REGION: SOURCE REGIONS FOR NEWCOMERS, 2006-2011



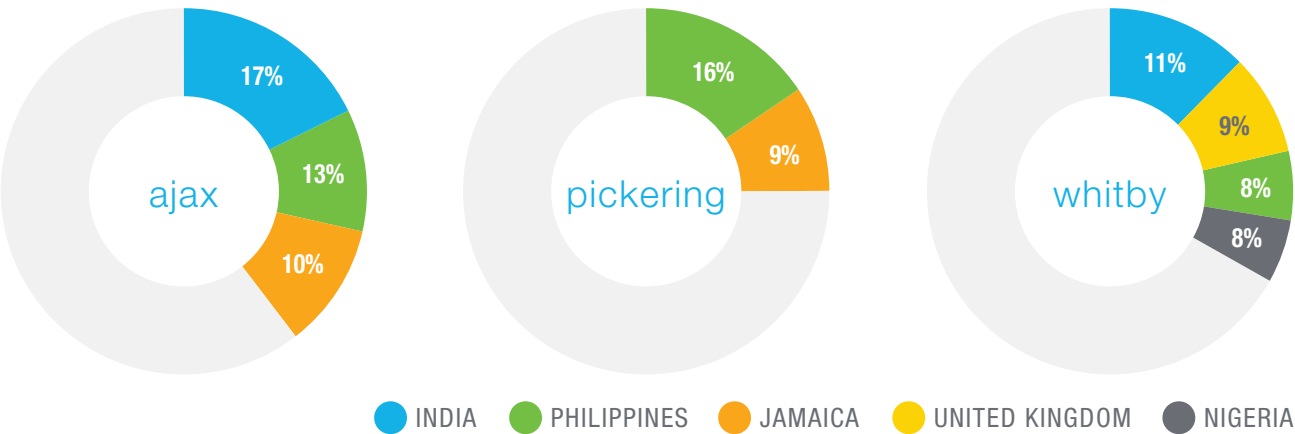
In Durham Region, Ajax and Pickering have by far the largest proportion of residents born outside of Canada, hovering around a third. The highest proportions of recent newcomers are found in Ajax (2.8%), Pickering (1.8%) and Whitby (1.7%).

**DURHAM REGION: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011**



*The National Household Survey was a voluntary survey. Where there are fewer responses to the survey for a geographic area, there can be a concern for the validity of the data for the entire population. Statistics Canada has indicated that a non-response of over 50% means that the data is not of sufficiently high quality to be released. For Ontario, the non-response rate was 27.1%. The highest non-response rate for York Region was for King, at 37.3%.*

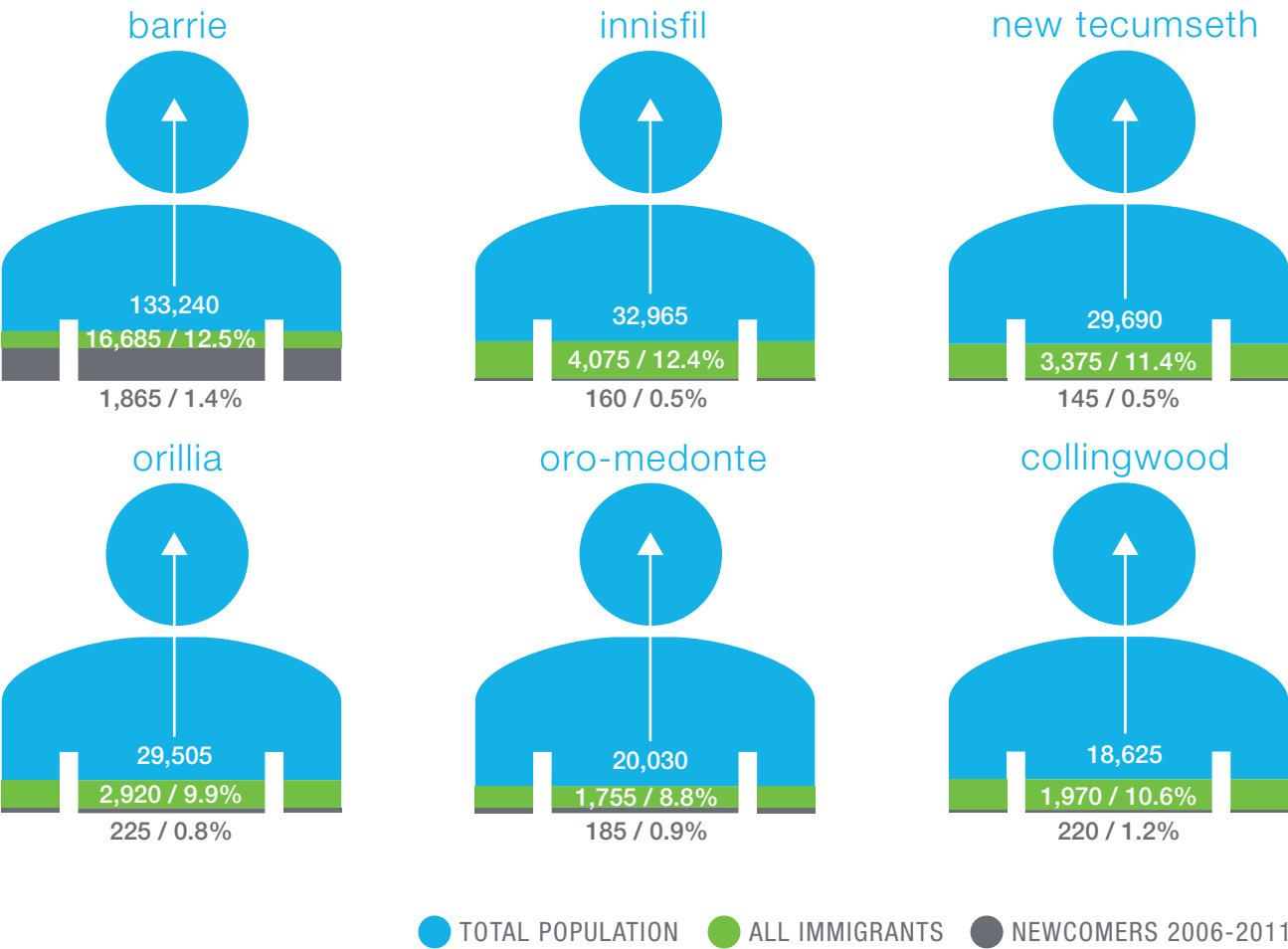
DURHAM REGION: SOURCE REGIONS FOR NEWCOMERS, 2006-2011



In Simcoe County immigrants are found in highest proportions in Wasaga Beach, likely a reflection of older immigrants living in retirement in this vacation community. Otherwise, higher proportions of immigrants are present in the southern communities (New Tecumseh, Innisfil and Barrie) and in vacation/retirement communities (Collingwood and Tiny).

Muskoka has a large proportion of newcomers who originate from the Americas (half of them from the United States), while Simcoe has a high proportion of newcomers originating from Europe, more than half of them coming from the United Kingdom.

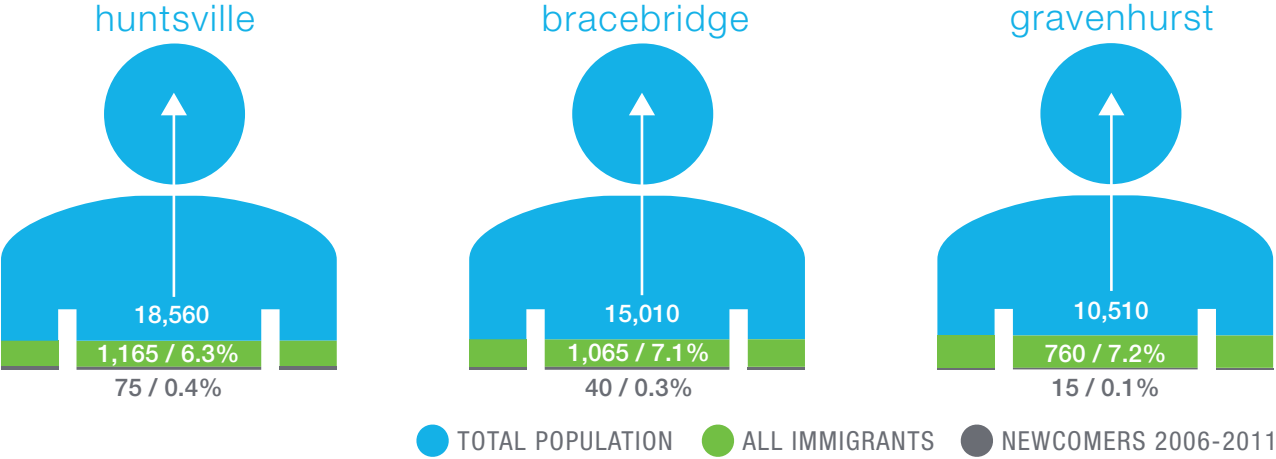
SIMCOE COUNTY AND THE DISTRICT OF MUSKOKA: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011.







DISTRICT OF MUSKOKA: NUMBER AND PERCENTAGE, IMMIGRANTS AND NEWCOMERS, 2011.



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commuting ▶





Commuting is represented by two types of data: Residents of a given area commuting anywhere to jobs and residents from anywhere commuting to jobs in a given area.

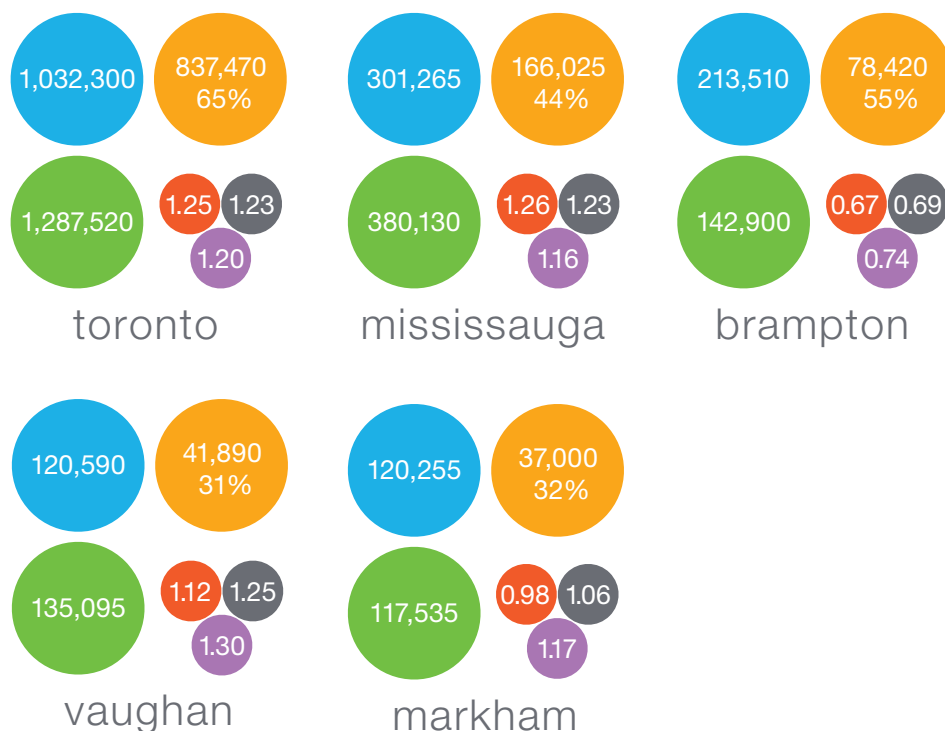
Data on commuting came from the 2011 National Household Survey, the voluntary long-form questionnaire that accompanied the 2011 Census, and was compared with the same data from 2006.

Data on commuting flows excludes two categories of employed residents: those who work at home and those whose work has no fixed place. In 2011, in the Toronto CMA, approximately 6.6% of employed residents worked at home, and another 10.9% worked at no fixed workplace (occupations in construction are the most prominent, but included are performers and certain primary sector jobs).

Toronto is several multitudes larger than the other significant job centres in the Greater Toronto Area in terms of both population and jobs present. In proportional terms, Mississauga is equivalent to Toronto in its ratio of local jobs to commuting residents. Among major centres, Toronto draws a larger share of its workforce from its own residents (65%).

The table below provides the commuting numbers for 2011 for Toronto and compares its figures to several other municipalities in the GTA that are job centres.

#### TORONTO AND OTHER MAJOR GTA EMPLOYMENT CENTRES: COMMUTING FLOWS, 2011



- TOTAL COMMUTING RESIDENTS
- LOCAL RESIDENTS IN LOCAL JOBS
- RESIDENTS COMMUTING TO LOCAL JOBS
- RATIO OF RESIDENTS COMMUTING INTO LOCAL JOBS TO TOTAL COMMUTERS
- 2006 RATIO OF LOCAL JOBS TO COMMUTING RESIDENTS
- 2011 RATIO OF ALL COMMUTERS INTO LOCAL JOBS TO ALL COMMUTING RESIDENTS



The chart below provides more detailed data for Toronto, namely the top four destinations for Toronto commuters and the top four source municipalities from where workers commute to work in Toronto.

#### TORONTO: TOP COMMUTING DESTINATIONS AND ORIGINS



Over 80% of Toronto residents commuting for work go to a job located in Toronto, a figure that has remained consistent since 2001. No other destination attracts more than 6% of Toronto residents. That small proportion of Toronto commuters does contribute significantly to the workforces of other jurisdictions. Toronto commuters make up 31% of the workers in Markham (as a comparison, Markham residents make up 32%) and 29% of the workers in Vaughan (Vaughan residents make up 31%). Even in Mississauga, the 58,435 Toronto commuters traveling to Mississauga account for 15% of their commuting workforce (Mississauga residents account for 44%).

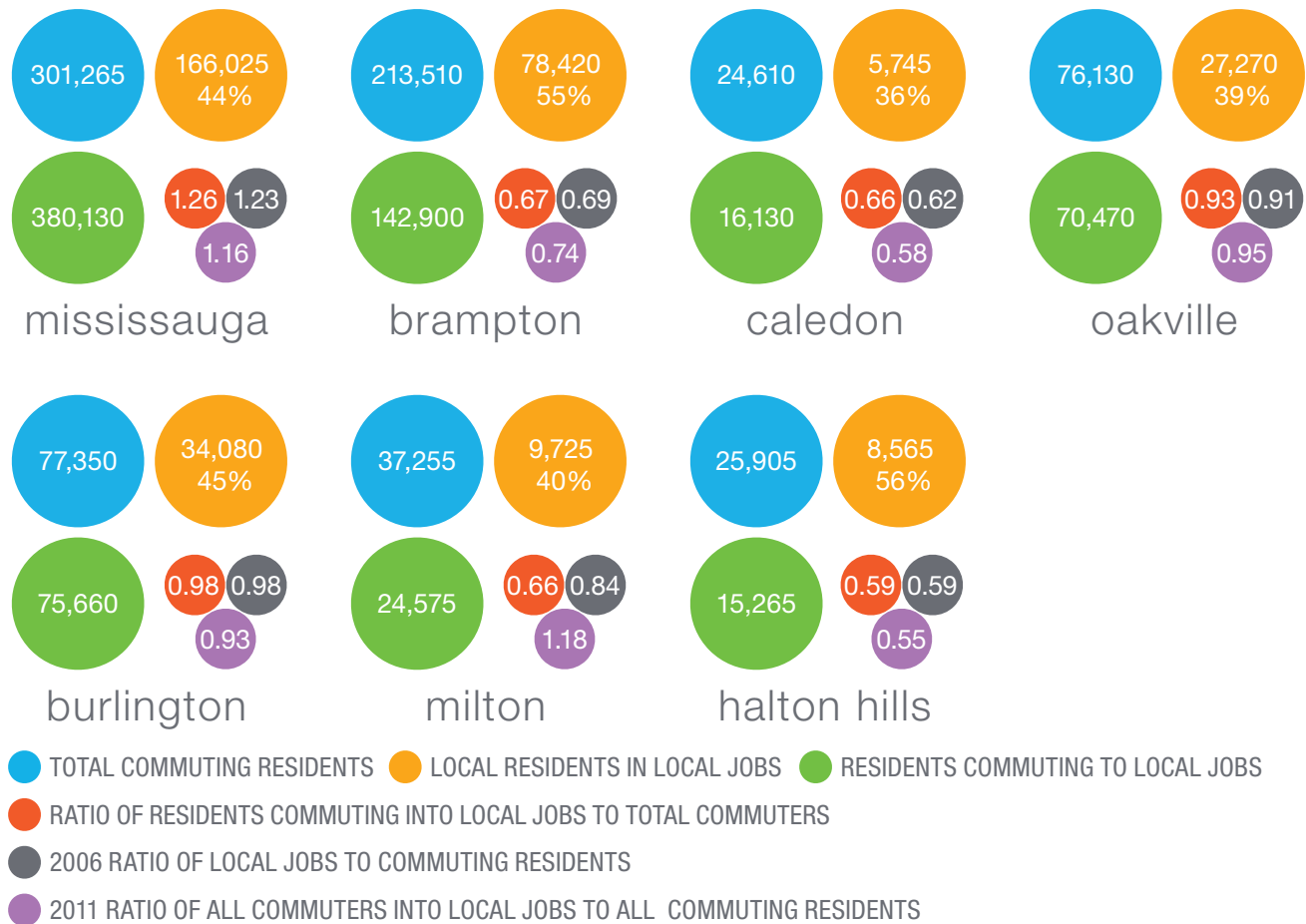
#### PEEL – HALTON REGION

In Mississauga, 301,265 residents commute to work while 380,130 workers commute to jobs in Mississauga. In total, 166,025 Mississauga residents commute to jobs located within Mississauga. The ratio of Mississauga jobs to the total number of Mississauga commuters is 1.26. Essentially what this means is that the number of jobs in Mississauga could employ all of Mississauga's commuting residents, plus another 26%. However, only 44% of Mississauga jobs are filled by residents of Mississauga. In 2001 and 2006, the ratios were 1.16 and 1.23 respectively, demonstrating a trend towards an increase in local jobs.

Mississauga is clearly a jobs centre with a significantly greater number of jobs compared to residents commuting to work. The ratio has increased over the last 10 years, demonstrating a significant growth in local jobs. Still, less than 50% of residents are commuting to jobs in Mississauga. Milton, on the other hand, has seen its ratio fall by a large amount – local jobs have actually increased, but the local population has increased substantially more. Brampton, even with a smaller ratio “of jobs to commuters” compared with Mississauga, has a notably higher proportion of local residents commuting to jobs in their own municipality. Burlington, with a lower ratio of jobs to commuters, has the same proportion of its residents commuting to jobs in their municipality as Mississauga.

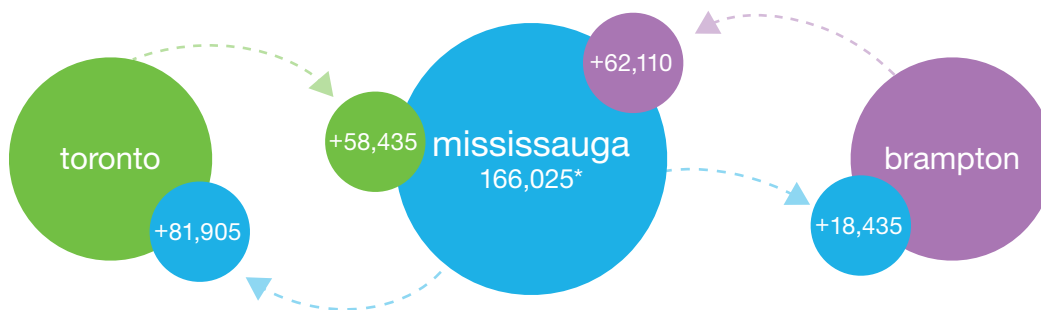
In Central Region the proportions of commuters traveling in and out of a given municipality have not changed significantly since 2006.

## PEEL-HALTON REGION: TOP COMMUTING DESTINATIONS AND ORIGINS

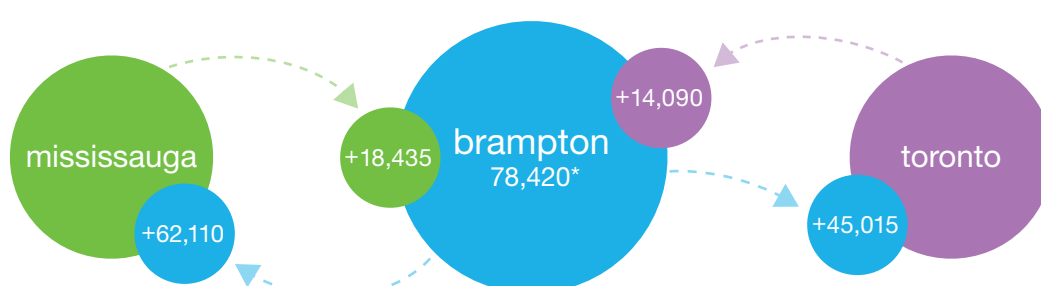


Peel-Halton regional charts provide more detailed data for each municipality, namely the main destinations for commuters and the main source municipalities from where workers commute to work in that municipality. The top three locations for each category are provided, or more where a location makes up more than 10% of the commuters.

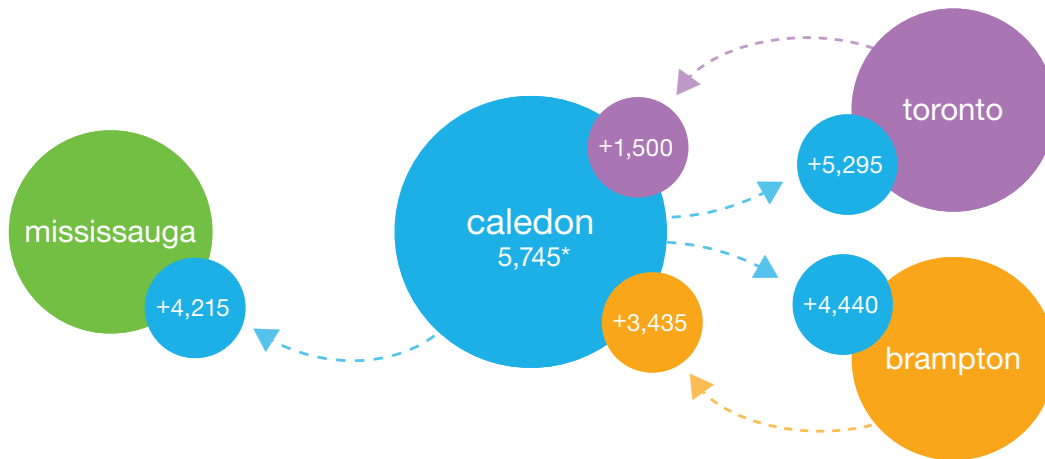
### MISSISSAUGA: TOP COMMUTING DESTINATIONS AND ORIGINS



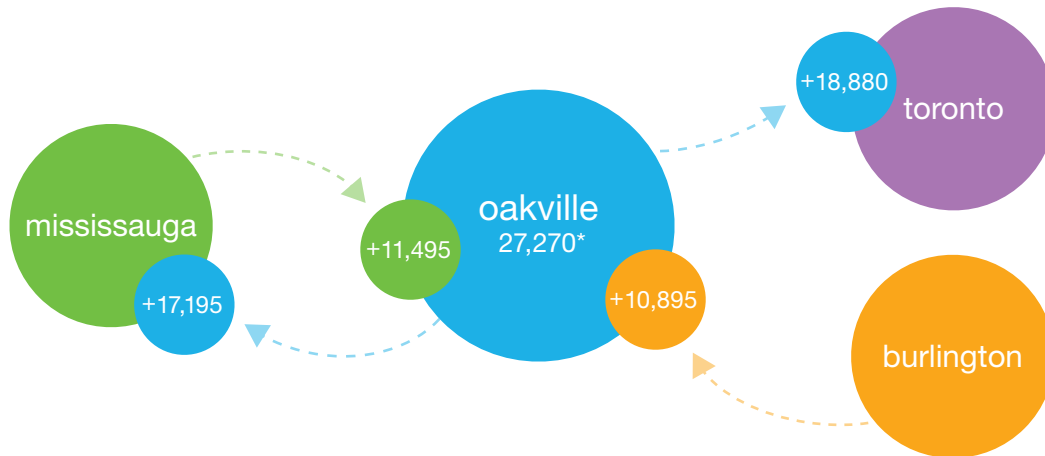
### BRAMPTON: TOP COMMUTING DESTINATIONS AND ORIGINS



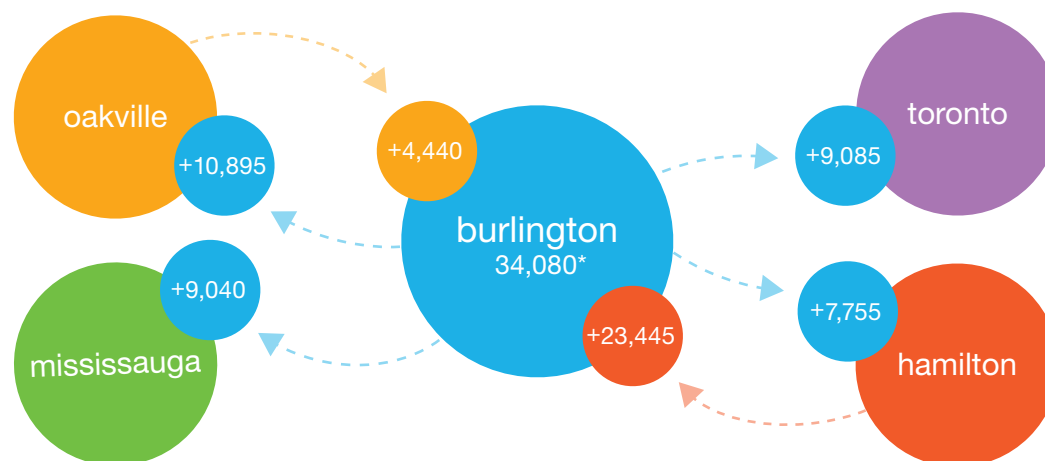
### CALEDON: TOP COMMUTING DESTINATIONS AND ORIGINS



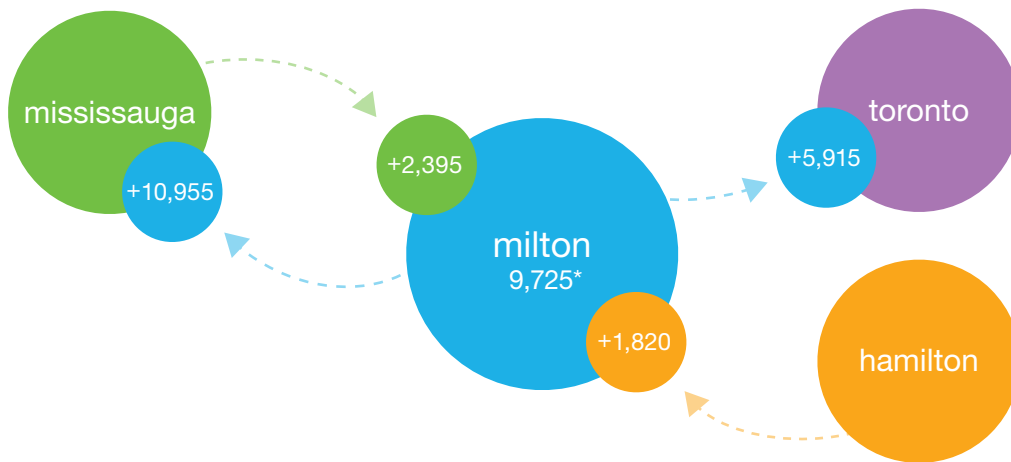
### OAKVILLE: TOP COMMUTING DESTINATIONS AND ORIGINS



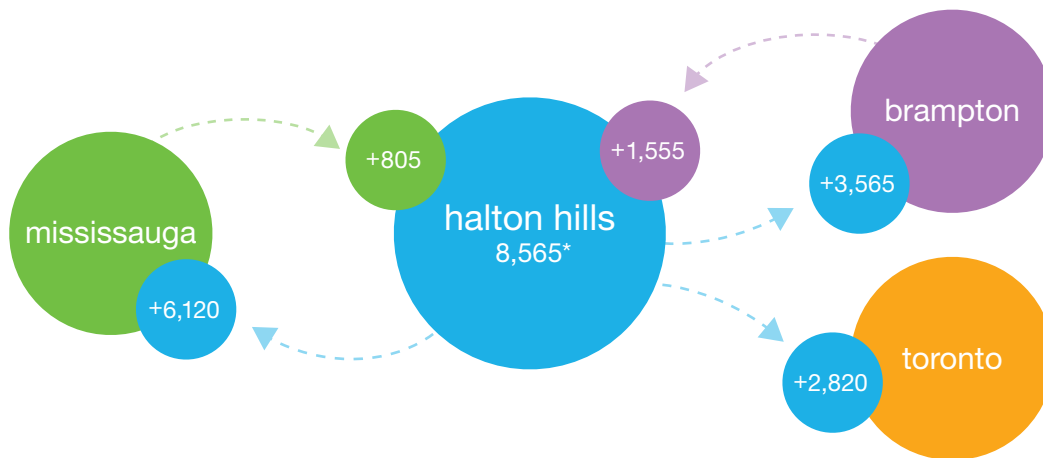
### BURLINGTON: TOP COMMUTING DESTINATIONS AND ORIGINS



### MILTON: TOP COMMUTING DESTINATIONS AND ORIGINS



### HALTON HILLS: TOP COMMUTING DESTINATIONS AND ORIGINS



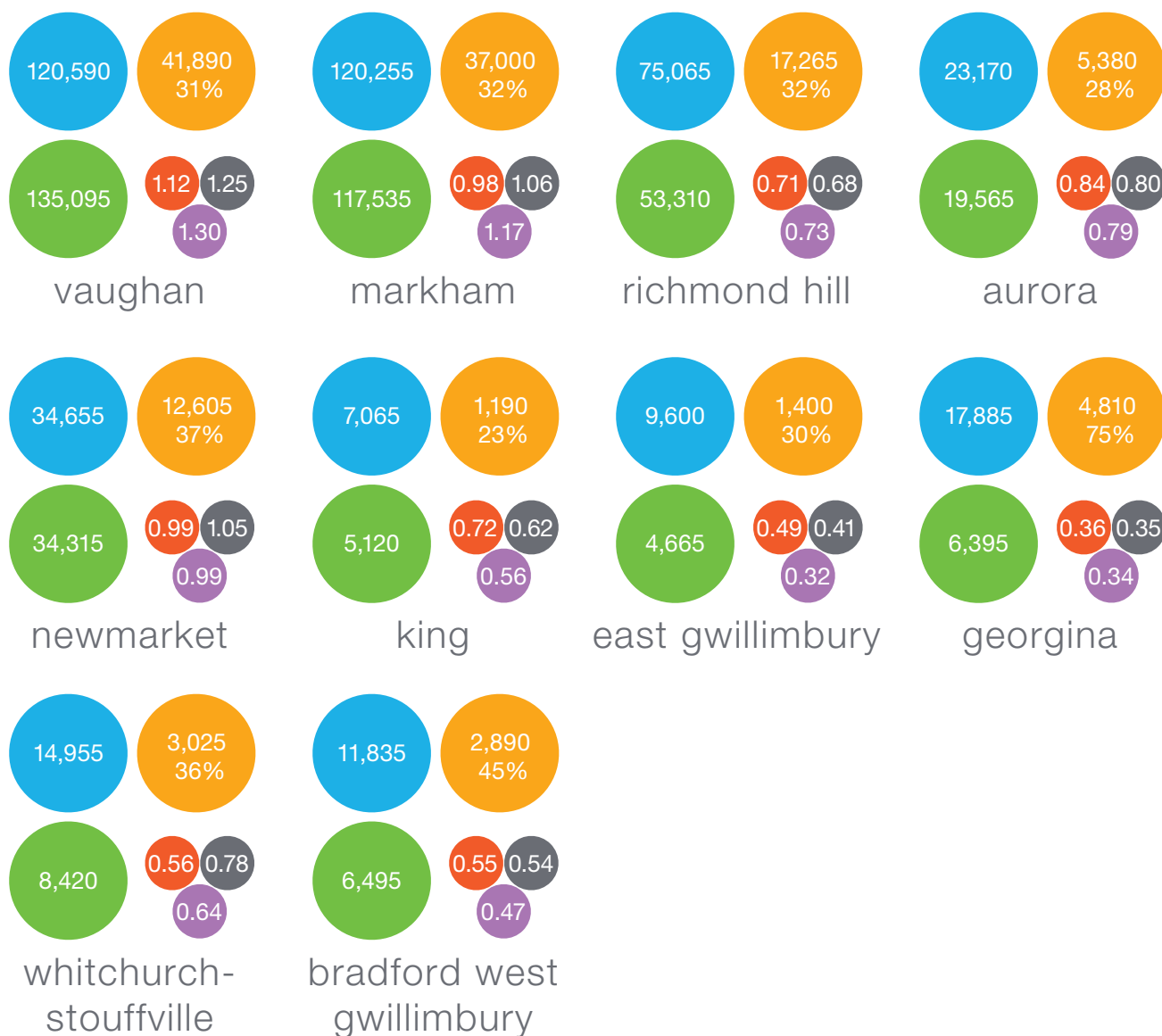
### YORK REGION

In York Region, Vaughan and Markham have the largest number of commuters. In Vaughan, 120,590 residents commute to work and 135,095 workers commute from outside of Vaughan to jobs in Vaughan. Overall, 41,890 Vaughan residents commute to jobs located in Vaughan. With the ratio of Vaughan jobs to the total number of Vaughan commuters at 1.12, all jobs within Vaughan could employ every Vaughan commuting resident, plus an additional 12%. In 2001 and 2006, the ratios sat at 1.30 and 1.25, respectively. In total, 31% of Vaughan jobs are filled by Vaughan residents.

Three municipalities within York have enough jobs (or almost enough) to employ all of York's commuting residents: Vaughan, Newmarket and Markham (only a few other municipalities in the Greater Toronto Area have ratios at 1.0 or higher – Mississauga, Toronto and Burlington). The ratio of local jobs to commuting residents fell in the two municipalities with the most jobs. In Vaughan, the number of jobs increased and in Markham the number of jobs remained the same; It is the number of residents and the number of commuting residents that have increased.

The percentage of local residents in each municipality who commute to work in their home municipality is rather low; in eight of the ten municipalities less than 37%. The average for all municipalities in Peel-Halton, Toronto, Durham and York is 43%, suggesting that many of these municipalities are bedroom communities and/or employment hubs. Fewer commuters are driving from Toronto and more are coming from their local municipality, suggesting that a number of people moving to these localities first found jobs there, and then changed their place of residence.

# YORK REGION: COMMUTING FLOWS, 2011



- TOTAL COMMUTING RESIDENTS
- LOCAL RESIDENTS IN LOCAL JOBS
- RESIDENTS COMMUTING TO LOCAL JOBS
- RATIO OF RESIDENTS COMMUTING INTO LOCAL JOBS TO TOTAL COMMUTERS
- 2006 RATIO OF LOCAL JOBS TO COMMUTING RESIDENTS
- 2011 RATIO OF ALL COMMUTERS INTO LOCAL JOBS TO ALL COMMUTING RESIDENTS

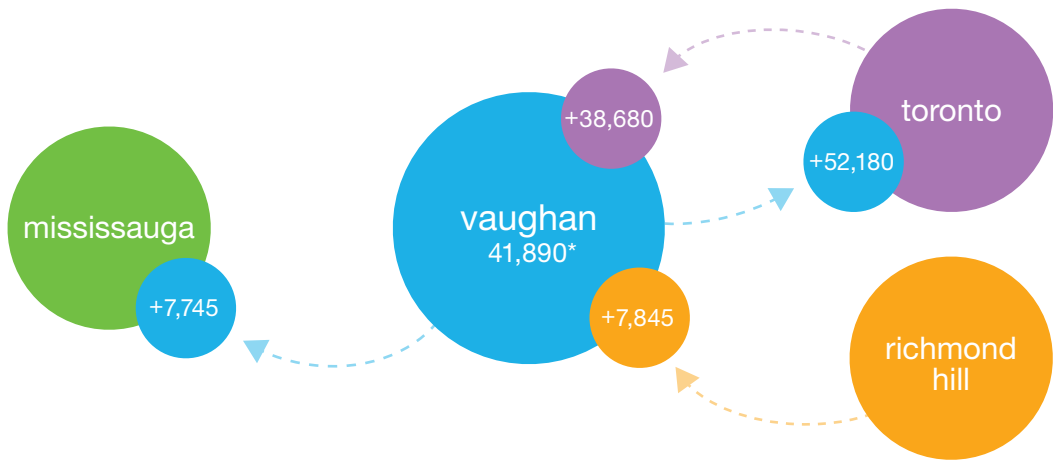
The commuting patterns for the majority of the municipalities has remained the same since 2006. Even though Vaughan and Markham have a lot of local jobs, equal to and more than the number of commuting residents, the largest commuting destination for these two municipalities is Toronto. Richmond Hill, Whitchurch-Stouffville, Aurora and King have more commuters traveling to jobs in Toronto than to jobs in their own municipality. Compared to 2006, for both Vaughan and Markham, the distribution of where local residents are commuting to has not changed; however, the proportion of where commuters are coming from to jobs in those municipalities has changed.

It suggests that people first found jobs in these localities and then moved to be closer to work. Whitchurch-Stouffville has seen a significant increase in the number and percentage of community residents traveling to Toronto (in 2006 there were 2,690 and in 2011 there were 5,210).

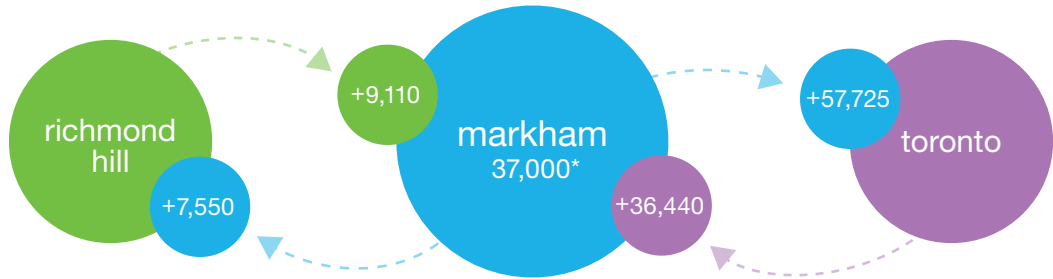


In King and East Gwillimbury, one sees slightly more local jobs compared to 2006. These are being filled by local residents. Bradford West Gwillimbury offers an unusual pattern: commuters from Bradford West Gwillimbury largely travel to jobs in Bradford West Gwillimbury and to destination west and south, while commuters to Bradford West Gwillimbury come from that same municipality and locations north, such as Innisfil and Barrie.

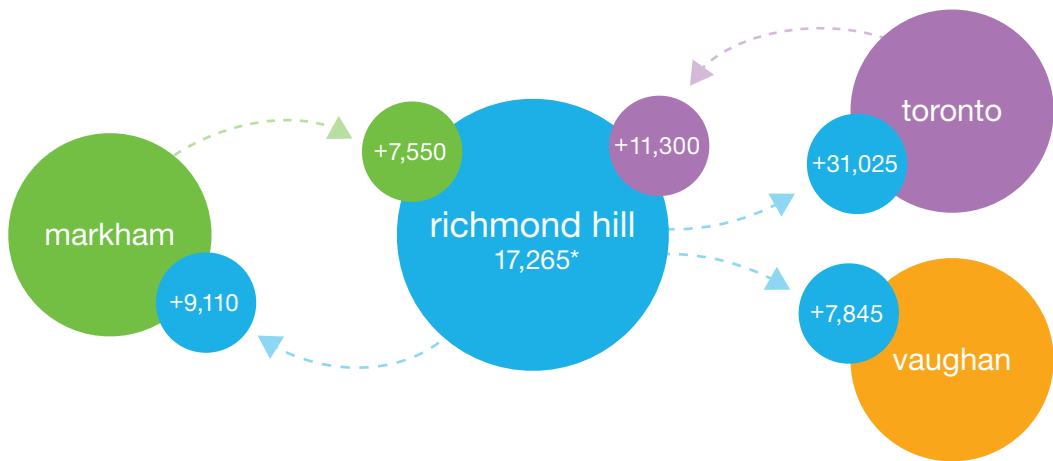
VAUGHAN: TOP COMMUTING DESTINATIONS AND ORIGINS



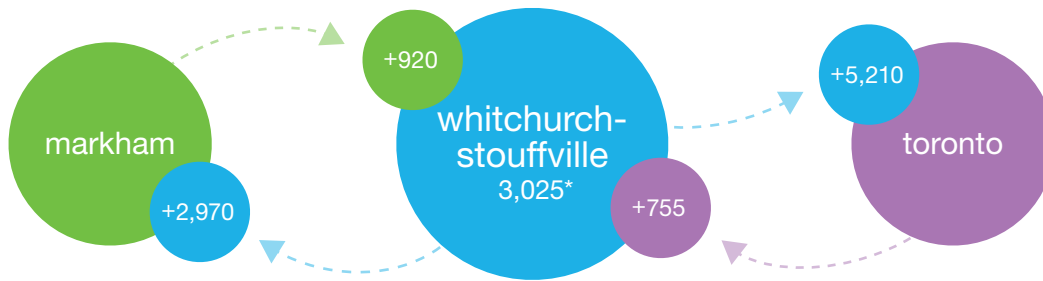
MARKHAM: TOP COMMUTING DESTINATIONS AND ORIGINS



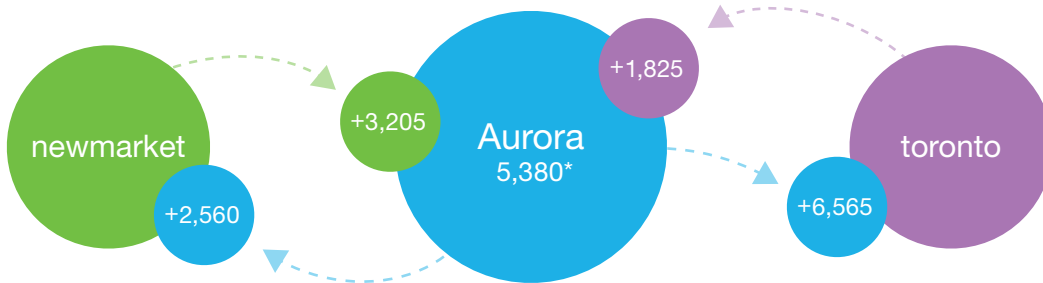
RICHMOND HILL: TOP COMMUTING DESTINATIONS AND ORIGINS



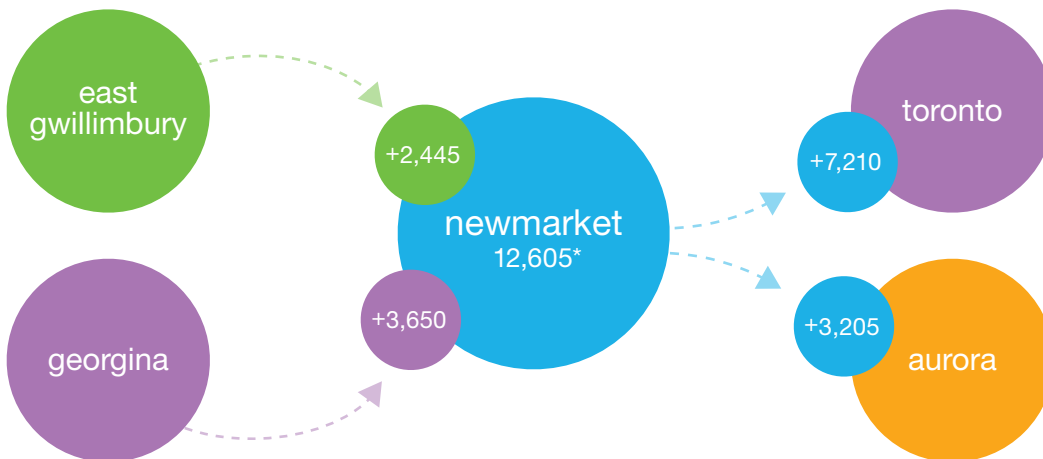
#### WHITCHURCH-STOUFFVILLE: TOP COMMUTING DESTINATIONS AND ORIGINS



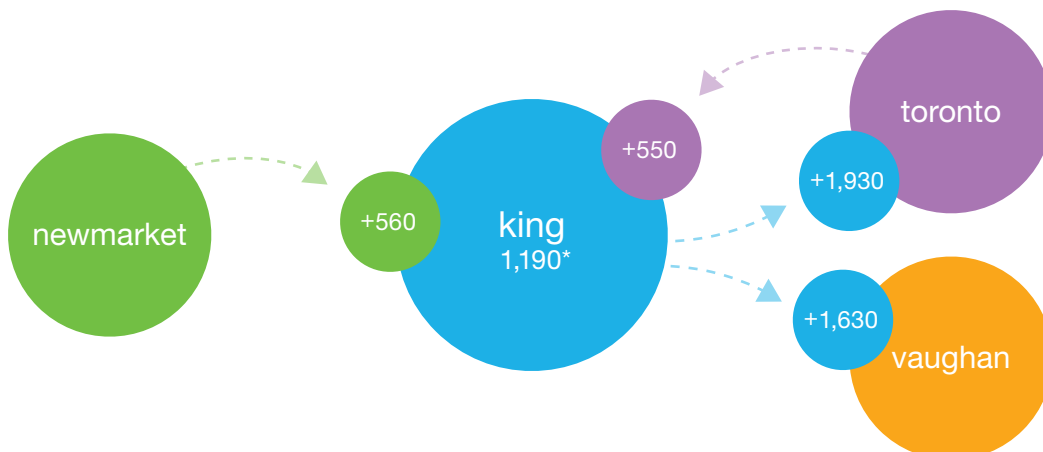
#### AURORA: TOP COMMUTING DESTINATIONS AND ORIGINS



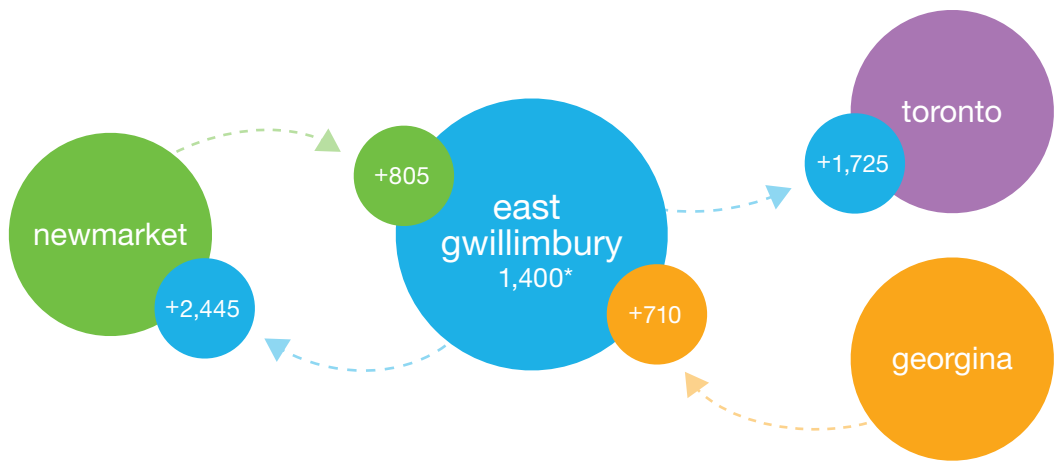
#### NEWMARKET: TOP COMMUTING DESTINATIONS AND ORIGINS



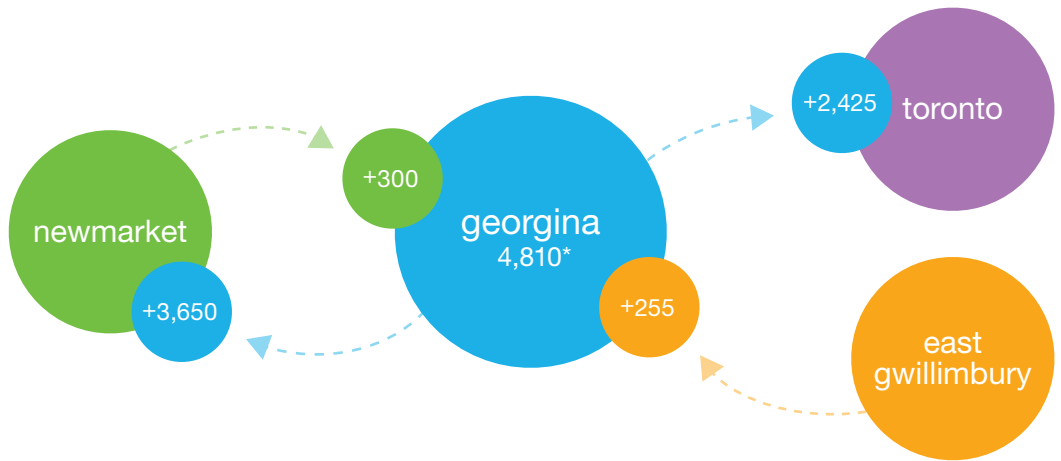
#### KING: TOP COMMUTING DESTINATIONS AND ORIGINS



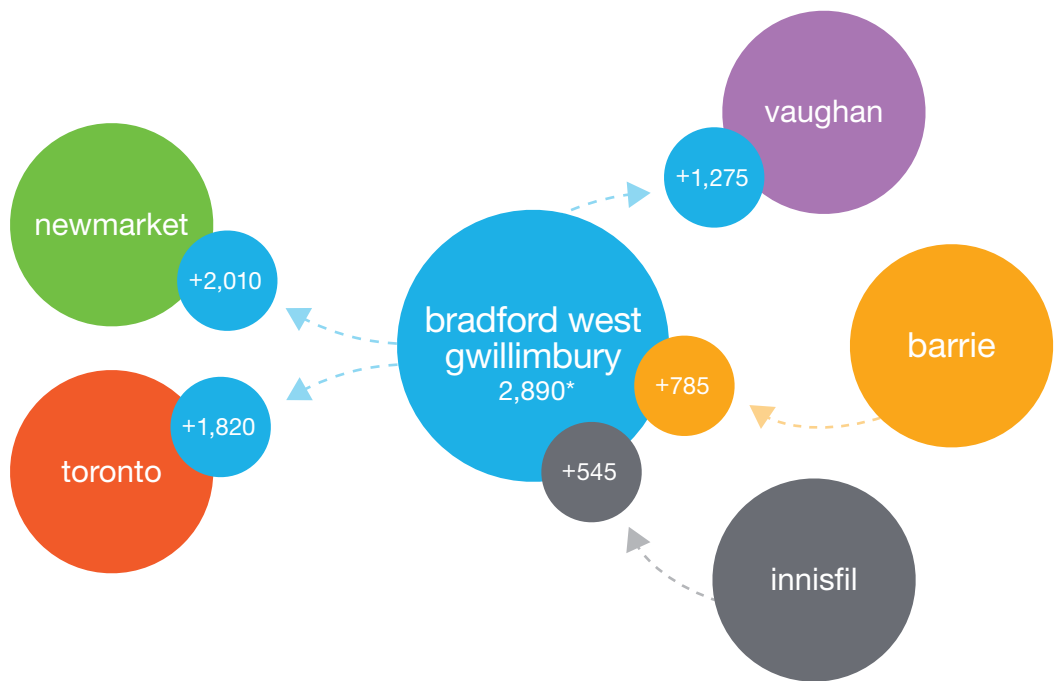
EAST GWILLIMBURY: TOP COMMUTING DESTINATIONS AND ORIGINS



GEORGINA: TOP COMMUTING DESTINATIONS AND ORIGINS



BRADFORD WEST GWILLIMBURY: TOP COMMUTING DESTINATIONS AND ORIGINS

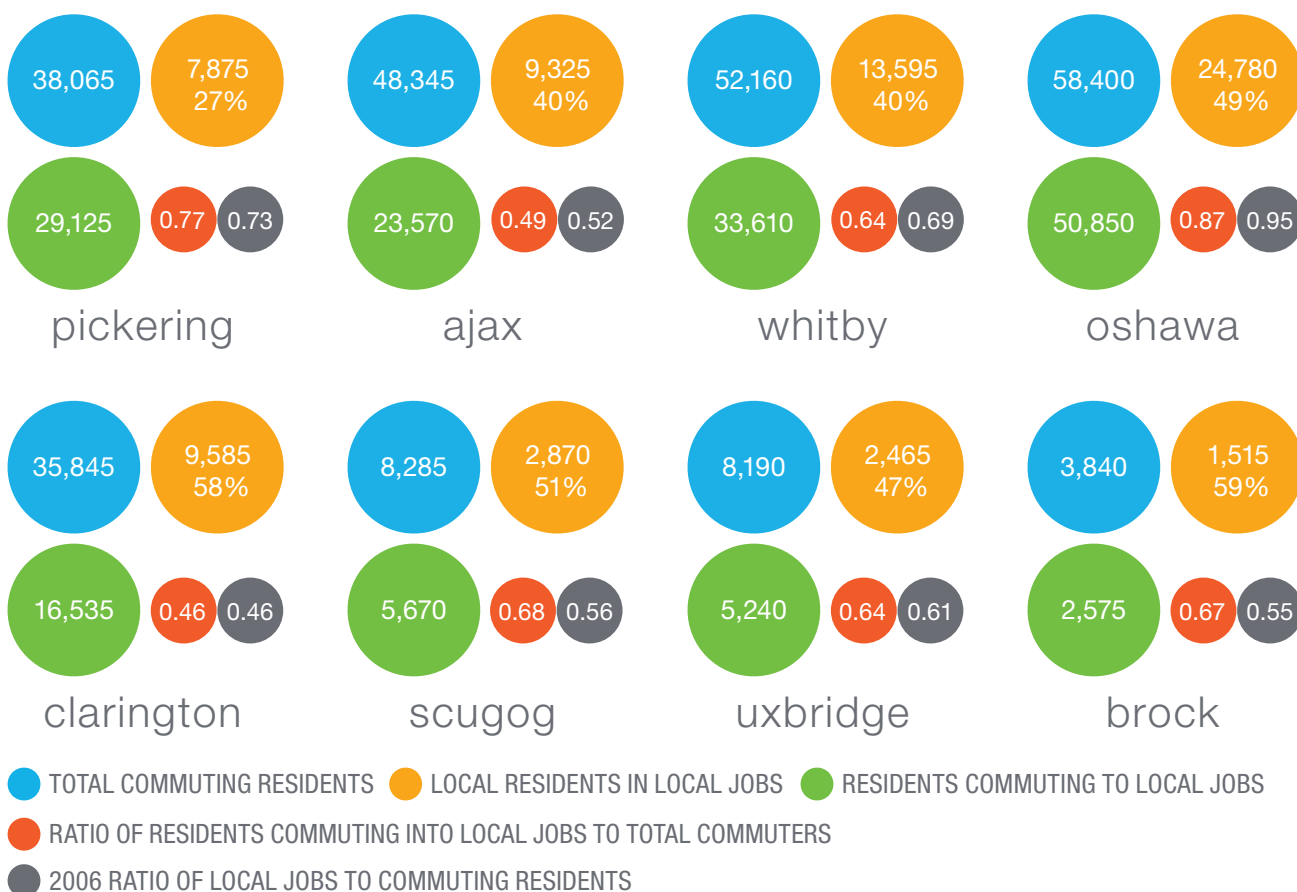


## DURHAM REGION

In Durham region there are eight major centres. None of the Durham municipalities have more local jobs than they have commuting residents; only Oshawa comes close, with a ratio of 0.87. Pickering in particular has a low proportion of its jobs filled by local residents, followed by Ajax and Whitby, suggesting these are bedroom communities for jobs found in other municipalities.

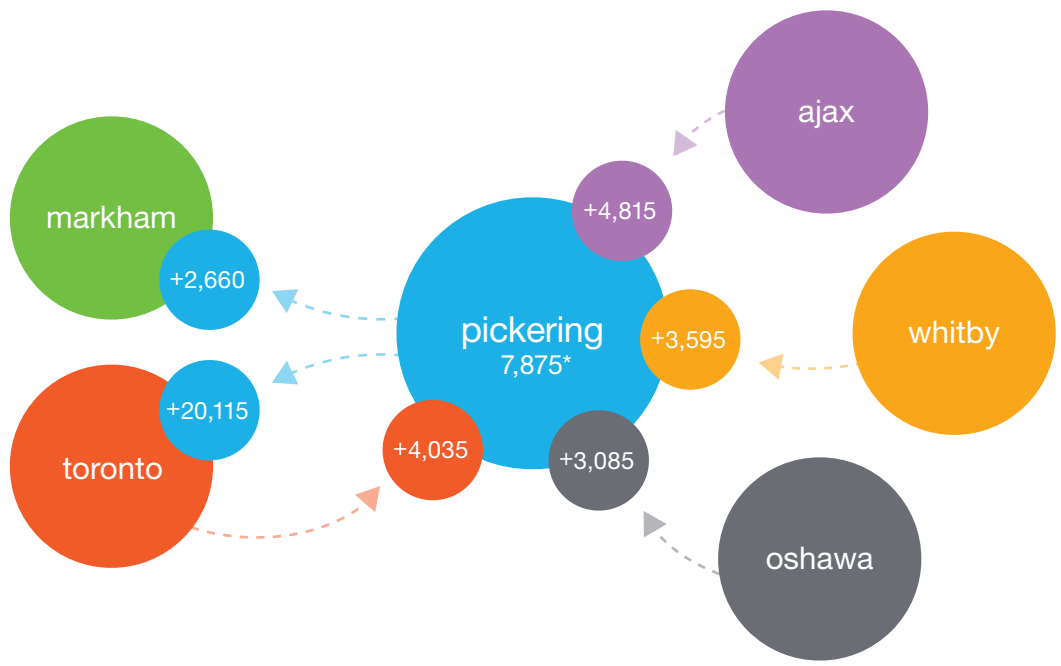
In 2011, the total number of Pickering residents commuting to work was 38,065. Of those residents, 29,125 commuted to jobs in the area and 7,875 went to jobs located in Pickering. The total number of jobs in Pickering only provided employment for 77% of employed, commuting residents. In total, 27% of Pickering jobs are filled by Pickering residents.

### DURHAM REGION: COMMUTING FLOWS, 2011

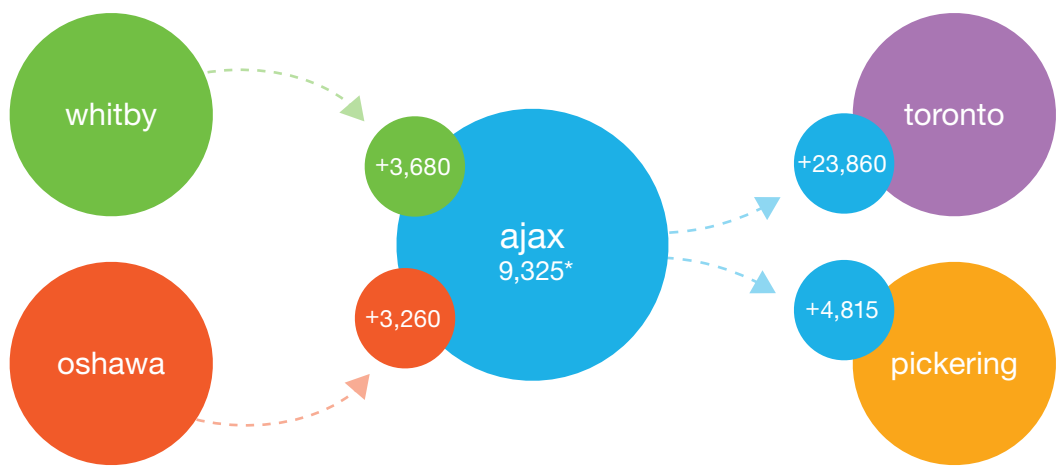


For Pickering, Ajax and Whitby, the main commuting destination for local residents is Toronto. The proportions of commuters traveling in and out of a given municipality has only changed slightly since 2006. Between 2006 and 2011, the number of jobs in Oshawa dropped, with fewer Clarington residents commuted to Oshawa (31% in 2006, 27% in 2011). Fewer Scugog residents are commuting in 2011 compared to 2006, however a slightly larger proportion of them are commuting to jobs in Scugog, where the number of local jobs have increased somewhat since 2006. Compared to 2006, more Uxbridge residents are commuting to Toronto.

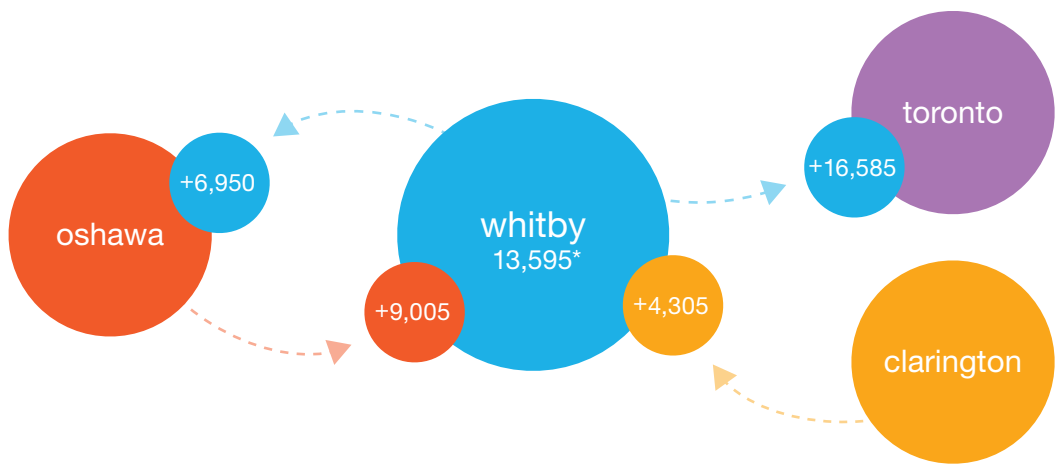
PICKERING: TOP COMMUTING DESTINATIONS AND ORIGINS



AJAX: TOP COMMUTING DESTINATIONS AND ORIGINS

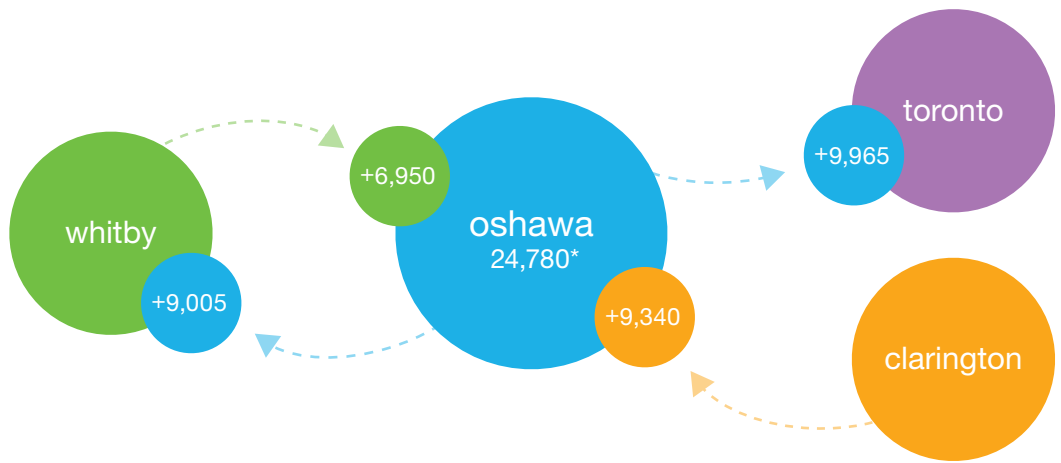


WHITBY: TOP COMMUTING DESTINATIONS AND ORIGINS

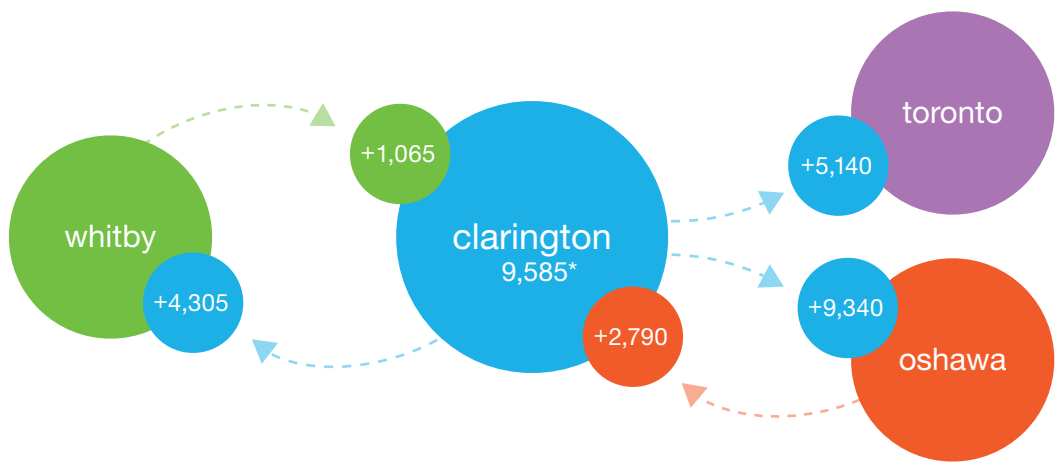




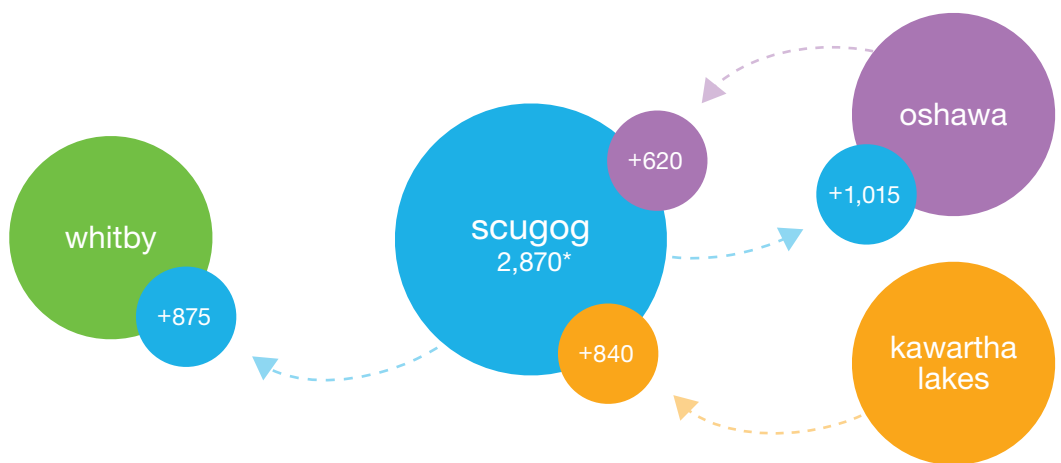
OSHAWA: TOP COMMUTING DESTINATIONS AND ORIGINS



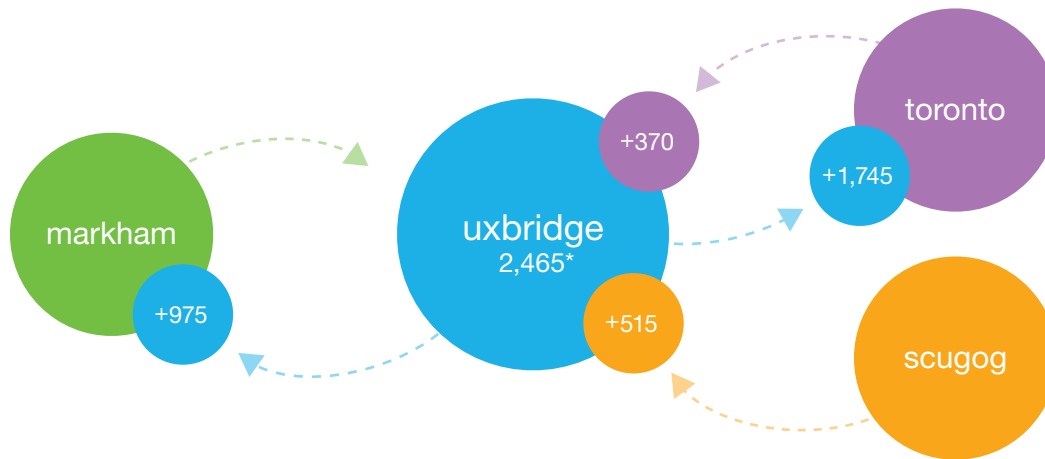
CLARINGTON: TOP COMMUTING DESTINATIONS AND ORIGINS



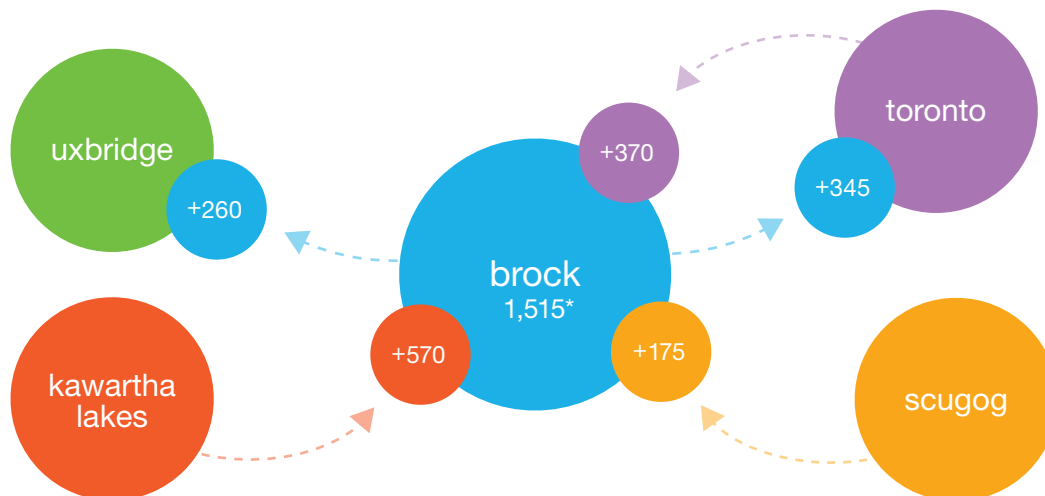
SCUGOG: TOP COMMUTING DESTINATIONS AND ORIGINS



## UXBRIDGE: TOP COMMUTING DESTINATIONS AND ORIGINS



## BROCK: TOP COMMUTING DESTINATIONS AND ORIGINS

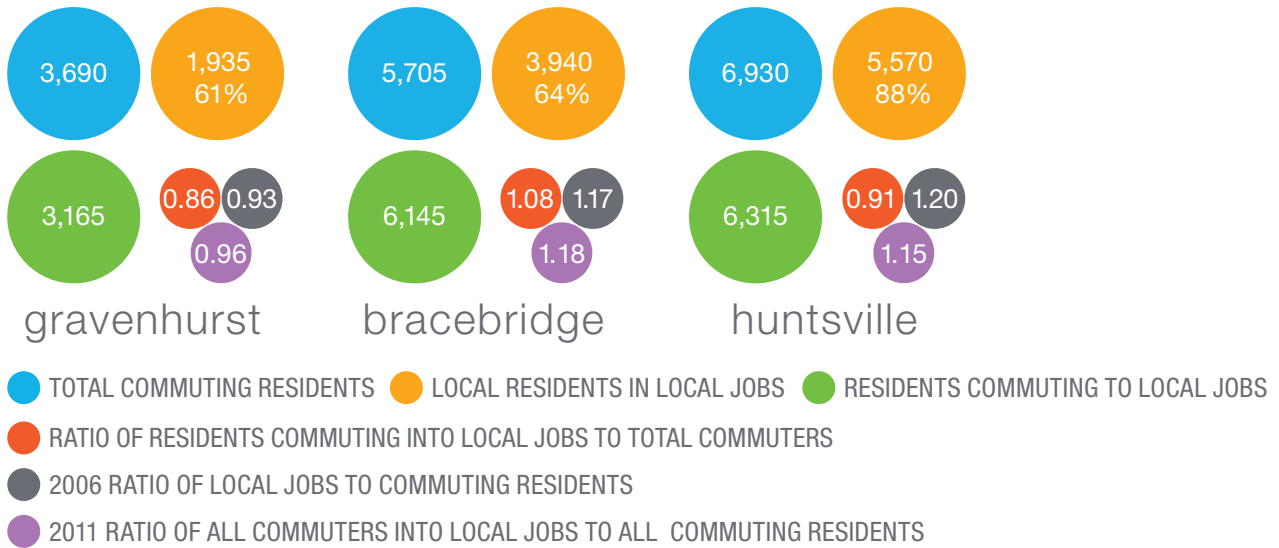


## SIMCOE COUNTY AND THE DISTRICT OF MUSKOKA

In Simcoe/Muskoka there are several municipalities that are centres for employment Midland, New Tecumseth, Collingwood, Orillia and Penetanguishene. Overall, in Muskoka, the ratio of jobs: to commuting residents is higher than in Simcoe county. The three municipalities in Muskoka reflect a somewhat higher degree of self-containment when it comes to jobs and commuting compared to Simcoe. The ratio of jobs to commuting residents is higher, and on average there is a higher proportion of local residents who commute to jobs within their own municipality.

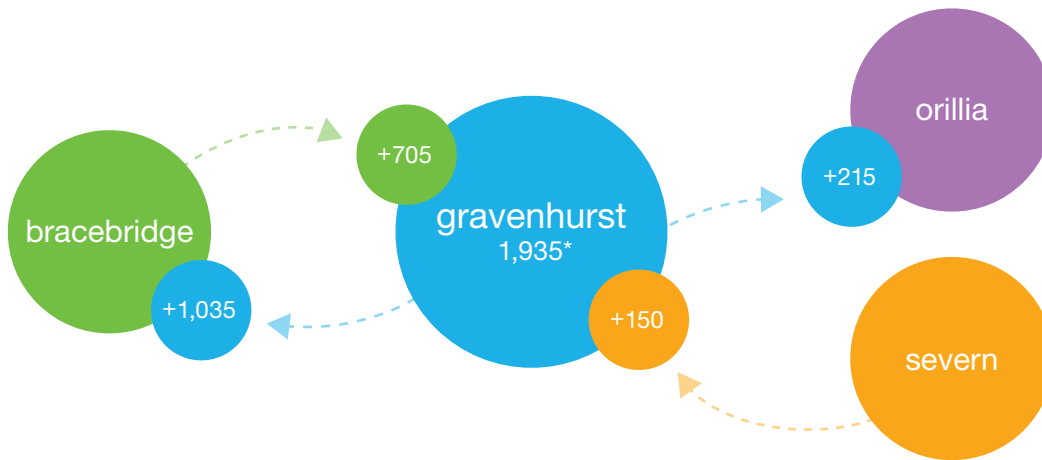
There are two types of municipalities in this area when it comes to commuting, those where the highest proportion of commuting residents travel to jobs in their home municipality and those who travel outside their municipality to work. In almost all instances, the proportion of commuters moving in and out of a given municipality has not changed significantly since 2006.

## MUSKOKA REGION: COMMUTING FLOWS, 2011

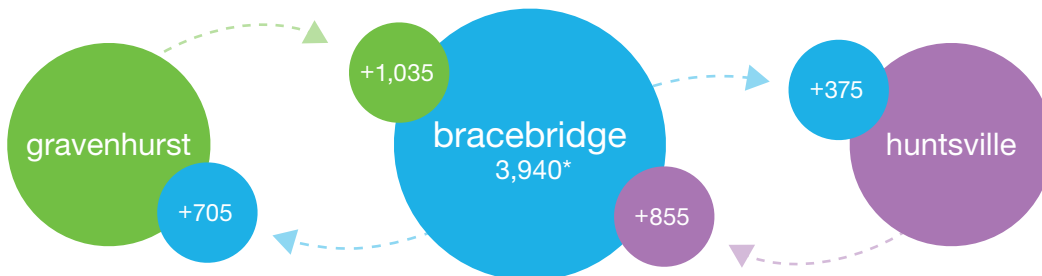


For all three municipalities in the District of Muskoka, the number of local jobs that attracted commuters decreased between 2006 and 2011. In the case of Huntsville, this resulted in a greater proportion of Huntsville jobs being filled by commuters from Huntsville. In the case of Bracebridge and Gravenhurst, it appears to have resulted in more residents commuting outside their municipality for work.

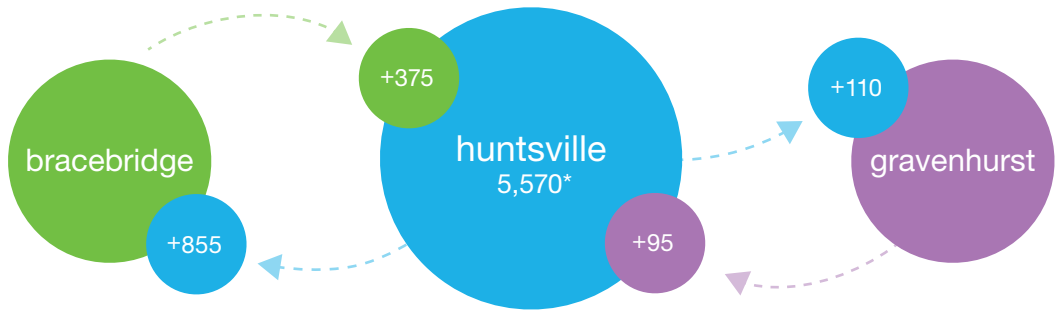
## GRAVENHURST: TOP COMMUTING DESTINATIONS AND ORIGINS



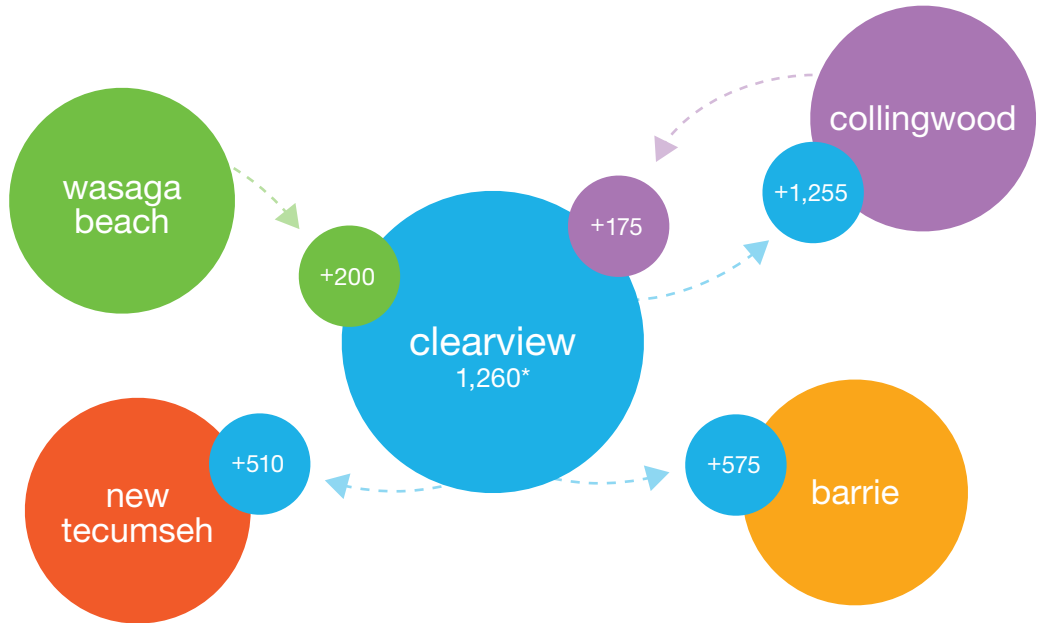
## BRACEBRIDGE: TOP COMMUTING DESTINATIONS AND ORIGINS



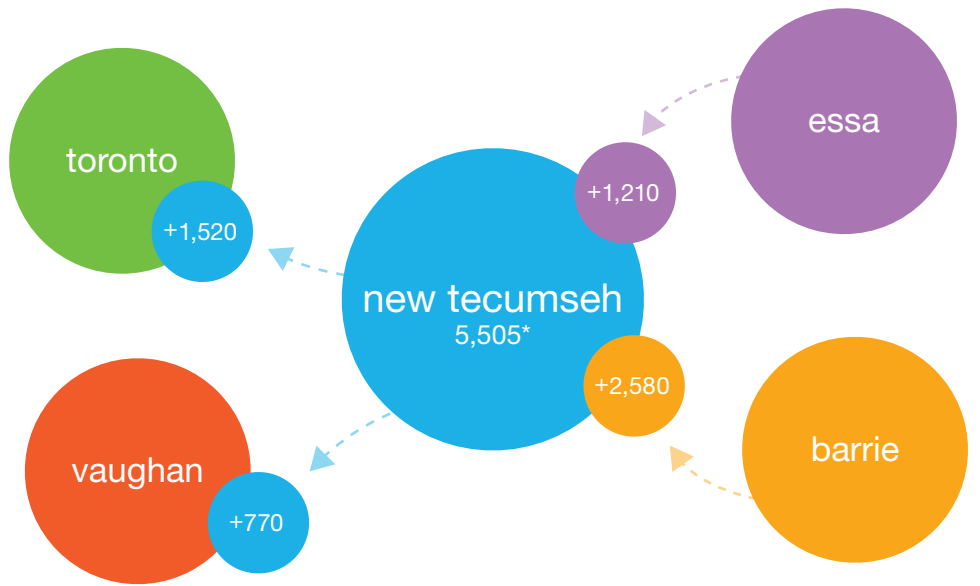
HUNTSVILLE: TOP COMMUTING DESTINATIONS AND ORIGINS



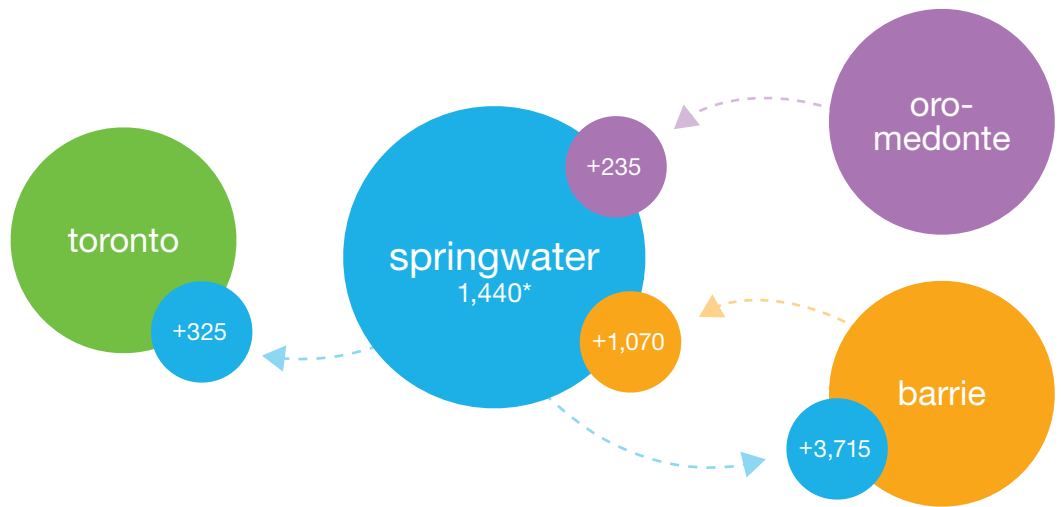
CLEARVIEW: TOP COMMUTING DESTINATIONS AND ORIGINS



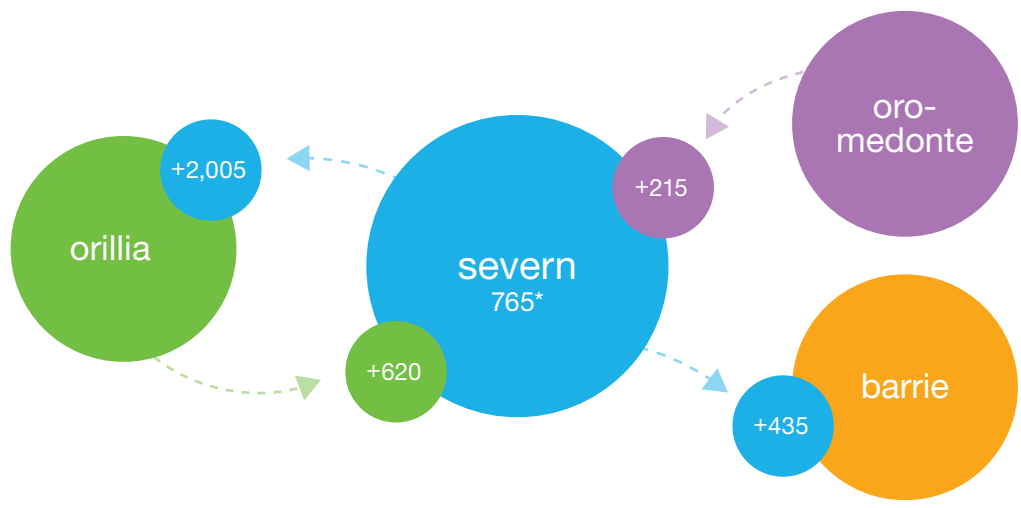
NEW TECUMSEH: TOP COMMUTING DESTINATIONS AND ORIGINS



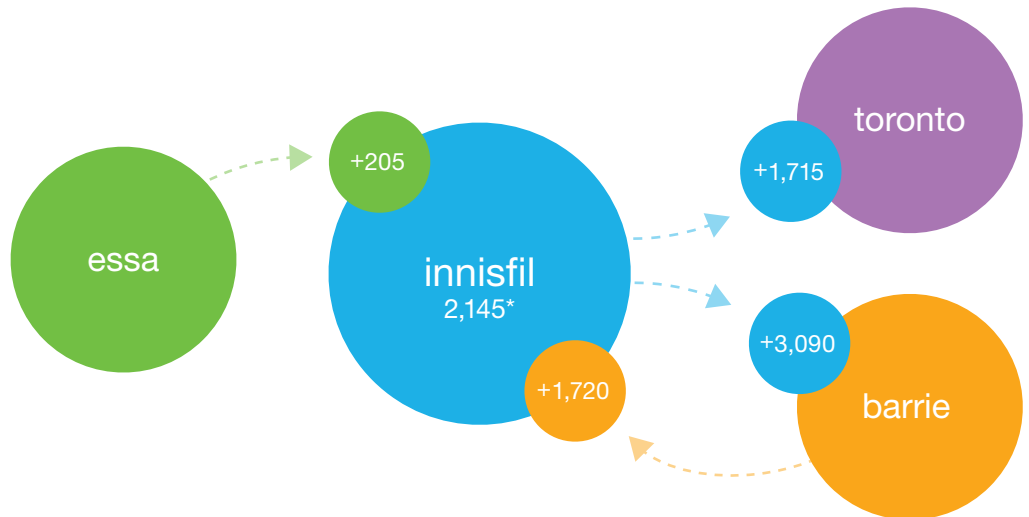
SPRINGWATER: TOP COMMUTING DESTINATIONS AND ORIGINS



SEVERN: TOP COMMUTING DESTINATIONS AND ORIGINS

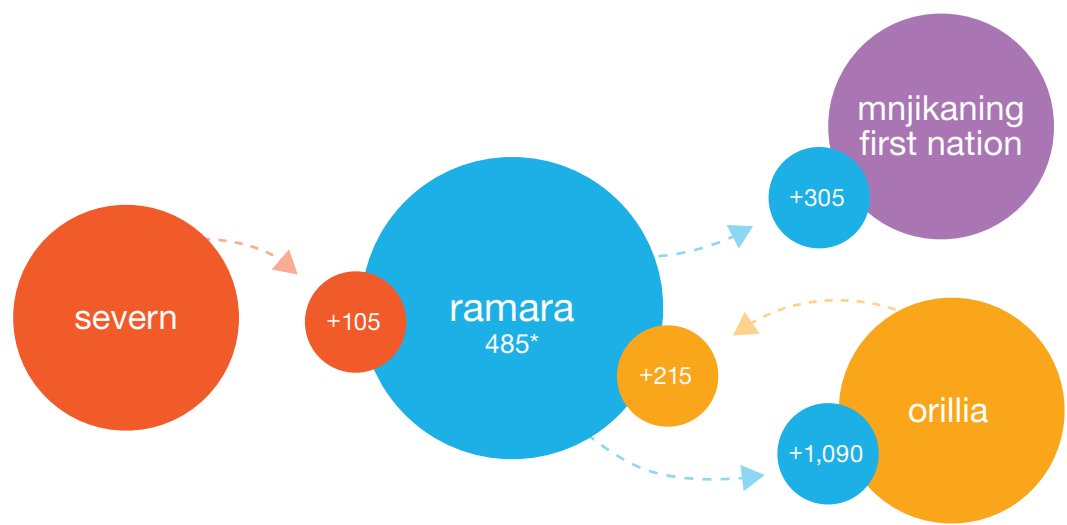


INNISFIL: TOP COMMUTING DESTINATIONS AND ORIGINS

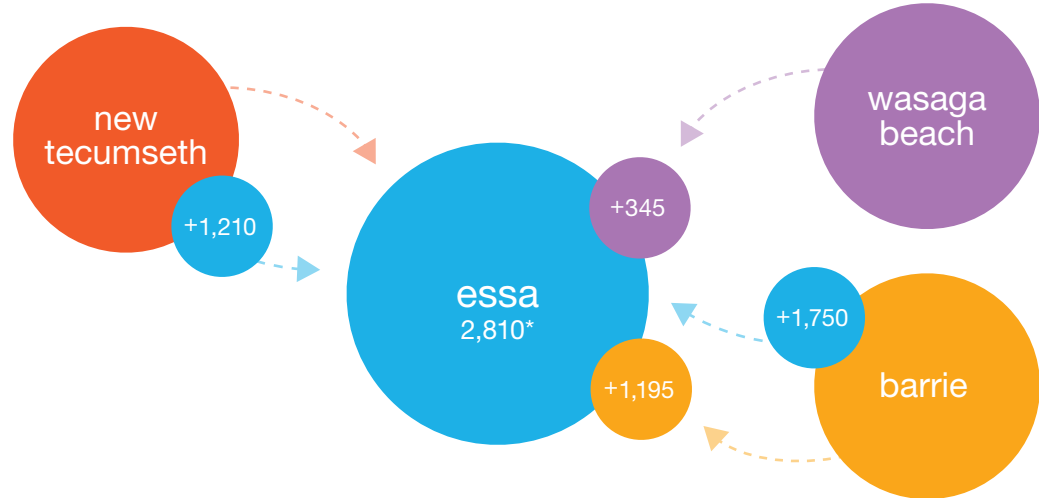




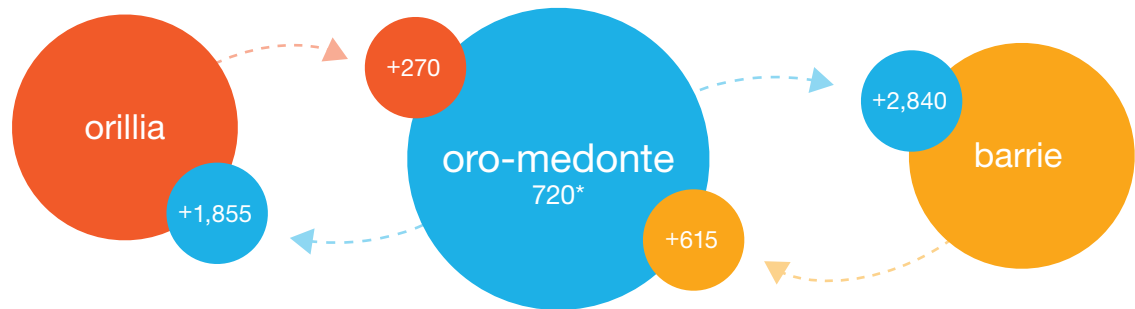
RAMARA: TOP COMMUTING DESTINATIONS AND ORIGINS



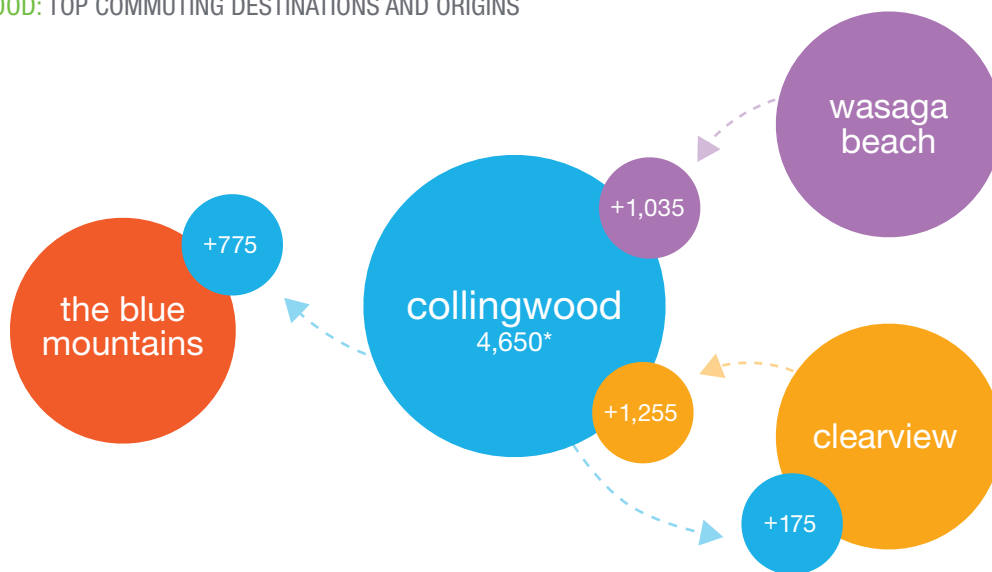
ESSA: TOP COMMUTING DESTINATIONS AND ORIGINS



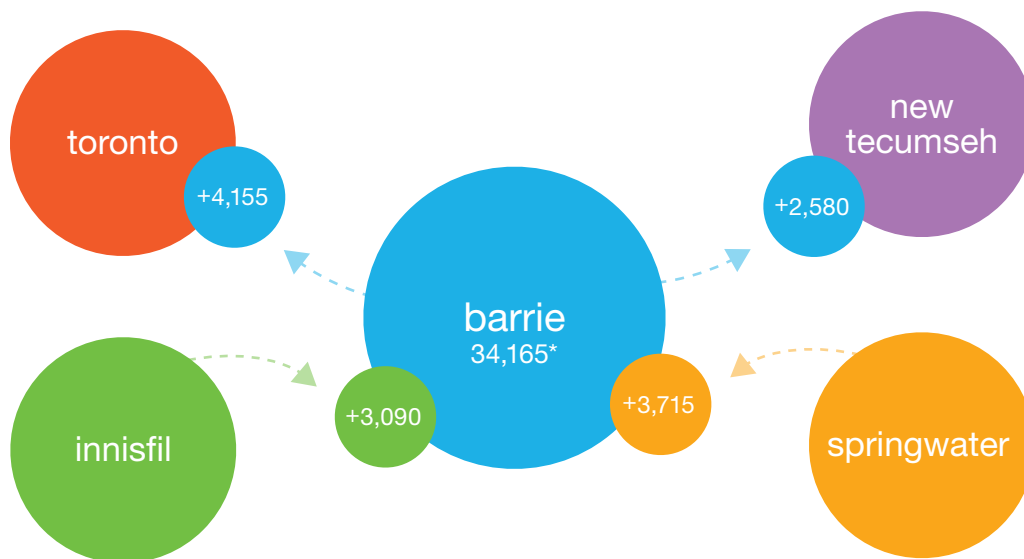
ORO-MEDONTE: TOP COMMUTING DESTINATIONS AND ORIGINS



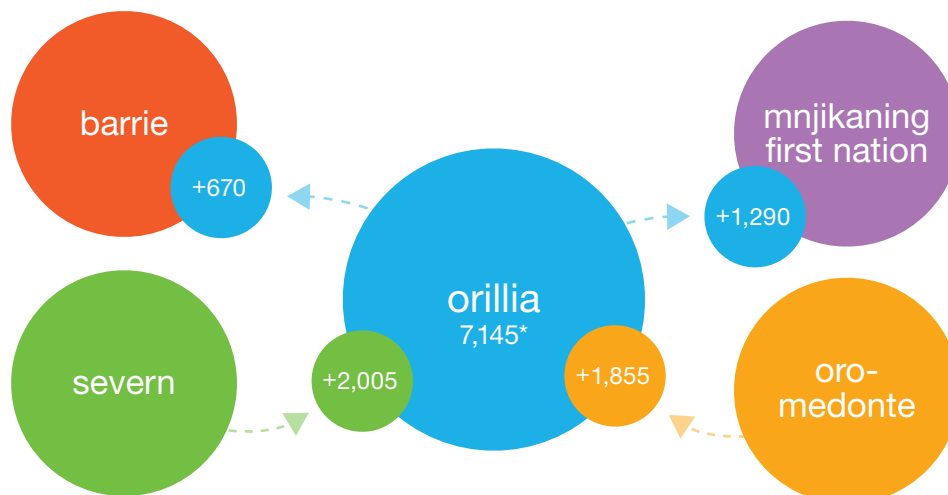
## COLLINGWOOD: TOP COMMUTING DESTINATIONS AND ORIGINS



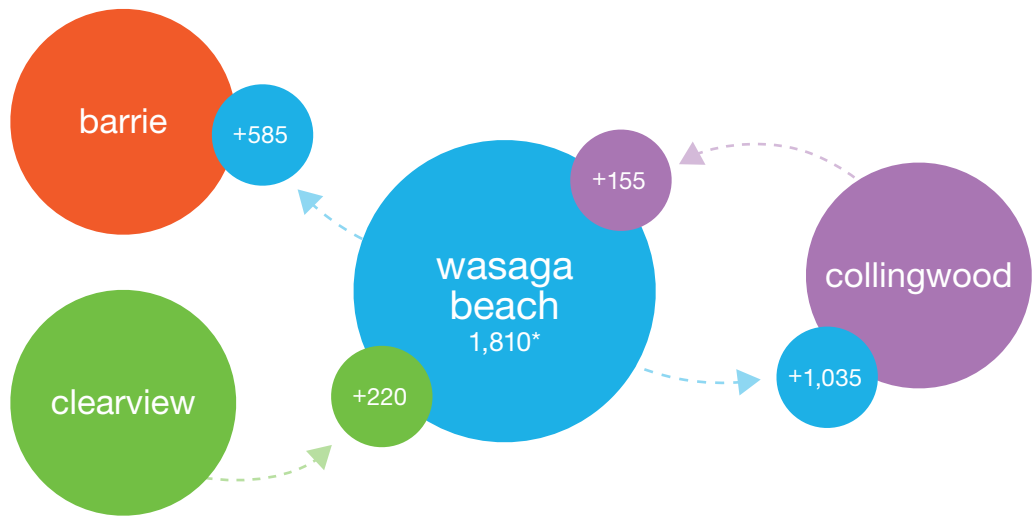
## BARRIE: TOP COMMUTING DESTINATIONS AND ORIGINS



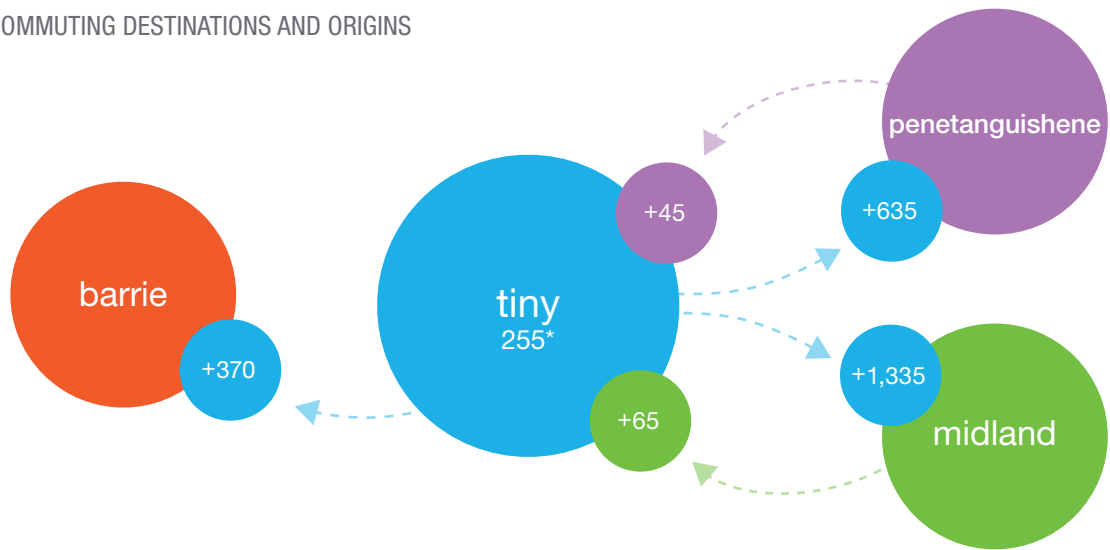
## ORILLIA: TOP COMMUTING DESTINATIONS AND ORIGINS



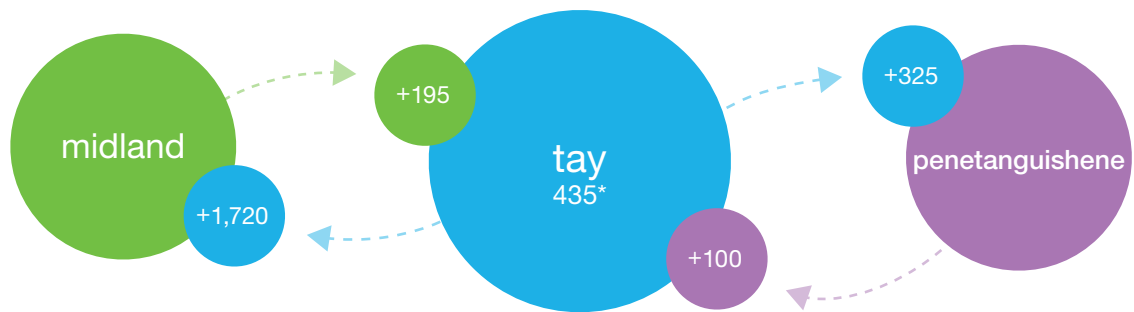
WASAGA BEACH: TOP COMMUTING DESTINATIONS AND ORIGINS



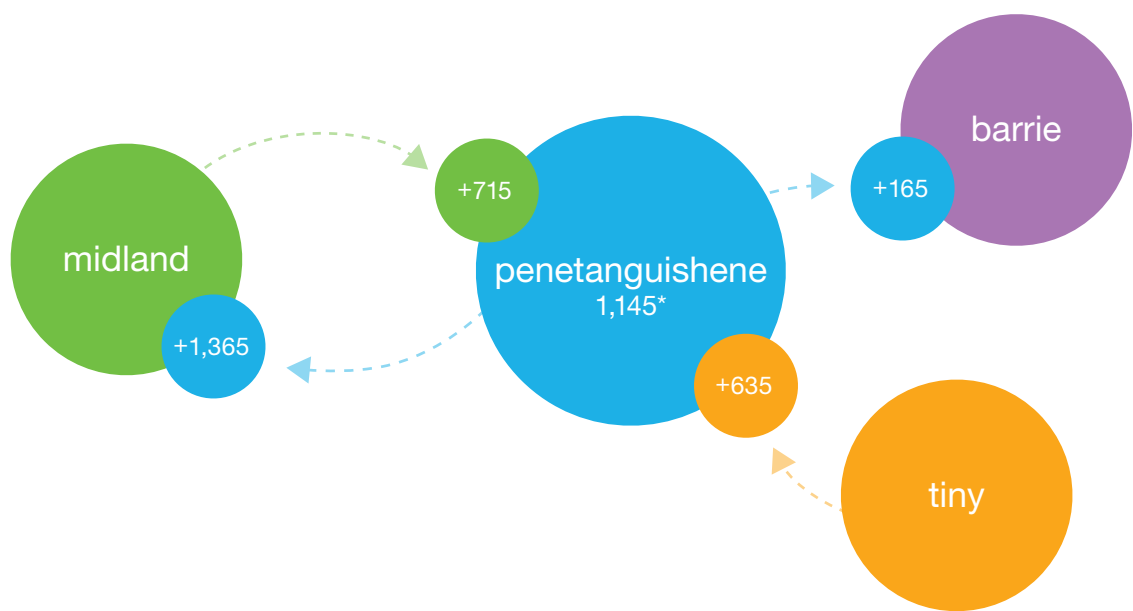
TINY: TOP COMMUTING DESTINATIONS AND ORIGINS



TAY: TOP COMMUTING DESTINATIONS AND ORIGINS



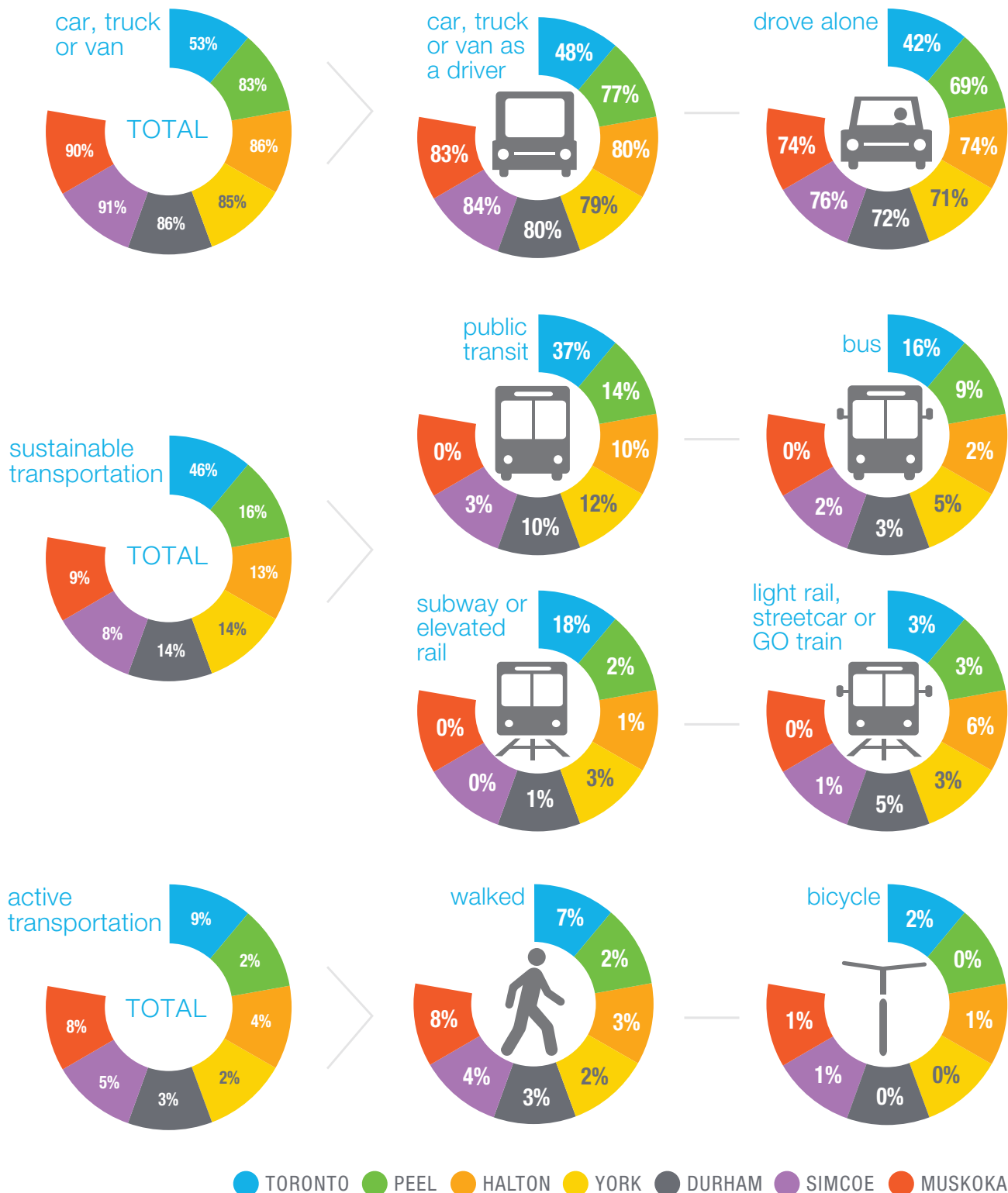
PENETANGUISHENE: TOP COMMUTING DESTINATIONS AND ORIGINS



## HOW RESIDENTS MOVE AROUND THE REGION: MODES OF TRANSPORTATION

The City of Toronto stands out in Central Region for its lower reliance on private vehicles to get to work. There is far greater reliance on public transit in Toronto, more or less equally divided between buses and subways. Walking is also another major mode of transportation.

York Region is roughly in the middle of the pack compared to other Central Region areas in its reliance on private vehicles for commuting. It is second to Peel in reliance on public transit (12%). As in much of the rest of the region, few commuters either walk or cycle to work.



# conclusion▶

This report describes the immigration, mobility and commuting patterns in Central Ontario, the region that represents over half of Ontario's population. This movement is occurring in various ways, through immigration, changing place of residence or finding new employment. People move into and all across the region, west to east, south to north, north to south to settle, live or work. Ontario's Central Region is truly a region on the move.

This constitutes an enormous amount of two-way traffic, mostly where commuting is concerned – and mostly in the form of vehicular traffic. This has implications not only for transit and roads/highway planning, but also for municipalities as they work with other levels of government to navigate how the region can work as a whole for integrated infrastructure, community planning and jobs creation.

As this report suggests, each of the local economies in Toronto, Peel-Halton, York, Durham and Simcoe-Muskoka are interconnected as a greater whole, with newcomers and young people starting out in one local region and then fanning out as life circumstances change, as families grow, and as the job market demands.





# *on the move*

A study on where we live and where we work



EMPLOYMENT  
ONTARIO