

Census Release VI: Journey to Work

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Data Sources & Notes

Statistics Canada. 2017. *Various Geographies*. Census Profile - Age, Sex, Type of Dwelling, Families, Households, Marital Status, Language, Income, Immigration and Ethnocultural Diversity, Housing, Aboriginal Peoples, Education, Labour, Journey to Work, Mobility and Migration, and Language of Work for Canada, Provinces and Territories, Census Divisions and Census Subdivisions. 2016 Census. Statistics Canada Catalogue no. 98-401-X2016054. Ottawa. Released November 29, 2017 <http://www5.statcan.gc.ca/olc-olc/olc?ObjId=98-401-X&ObjType=2&lang=en&Limit=0> (accessed November 29, 2017).

* Data specific to Neyaashiinigmiing and Saugeen First Nations are not included in this report due to high non-response rates (24.9% and 37.8% respectively)

* Data in this release are based on the short-form census which samples 25% of the population. Statistics Canada calculates estimates for the entire population based on this sample.

* To ensure confidentiality, the values, including totals, are randomly rounded either up or down to a multiple of '5' or '10.' To understand these data, you must be aware that each individual value is rounded. As a result, **when these data are summed or grouped, the total value may not match the individual values** since totals and sub-totals are independently rounded. Similarly, **percentages, which are calculated on rounded data, may not necessarily add up to 100%.**

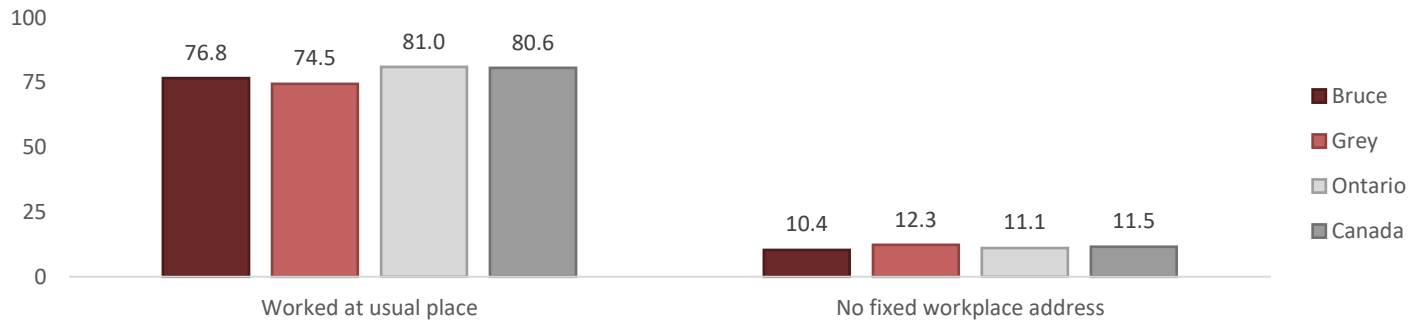
Key Indicators

Place of Work

Place of work refers to whether a person worked at home (including persons who live and work on the same farm, building superintendents, and teleworkers who spend most of their work week working at home), worked outside Canada (such as diplomats and Armed Forces personnel), had no fixed workplace address (such as building and landscape contractors, travelling salespersons, and independent truck drivers) or worked at a specific address.

Indicators related to commuting include people with a usual place of work and people with no fixed workplace address. Figure 1 presents the proportions of people in the employed labour force (the population aged 15 and older who held a job at the time when the census was conducted) who had either a usual place of work or no fixed workplace address, in Bruce and Grey counties, Ontario, and Canada in 2016. People who commuted to a fixed workplace address made up 76.8% of the employed labour force in Bruce County and 74.5% in Grey County, while people with no fixed workplace address made up 10.4% of the employed labour force in Bruce County and 12.3% in Grey County.

Figure 1. Employed Labour Force with Usual Place of Work or No Fixed Workplace Address (%), 2016



Commuting Destination

Commuting refers to the travel of a person between his or her place of residence and his or her usual place of work. Commuting destination refers to whether or not a person commutes to another municipality (i.e. census subdivision), another census division (e.g. outside of Bruce or Grey County) or another province or territory. Figure 2 displays commuting destinations among commuters in the employed labour force who had a usual place of work in 2006 and 2016 for Bruce and Grey Counties, Ontario, and Canada. It does not include the small proportion of people who worked in another province or territory.

Forty-six percent of commuters in Bruce County and 40.7% in Grey County commuted to a workplace located within their census subdivision (municipality) of residence. By comparison, commuters in Ontario and Canada were more likely to commute to a destination within their census subdivision. This is not surprising, as Bruce and Grey counties cover a large geographic area, much of which is sparsely populated. In contrast, Ontario and Canada’s workforces are increasingly living in urban areas. The proportion of commuters commuting within their census subdivision decreased slightly between 2006 and 2016 in Grey County, Ontario, and Canada, while Bruce County observed a more prominent decrease.

People commuting to a workplace located in another municipality within their county of residence made up 28.8% of Bruce County commuters and 31% of Grey County commuters. This is high relative to Canada and very high relative to Ontario. Since 2006 the proportion of commuters commuting to a workplace in another municipality within their county of residence increased in Bruce County and remained relatively stable in Grey County, Ontario, and Canada. About 25% of commuters in Bruce County commuted to another county in 2016, as did 27.6% of Grey County commuters. This is similar to Ontario, but high relative to Canada. The proportion of commuters commuting to another county has increased slightly since 2006 in each of the geographies presented. See [Table 1](#) (p. 9) for more information at the municipal level.

Figure 2. Commuting Destination among the Employed Labour Force (%), 2006 & 2016

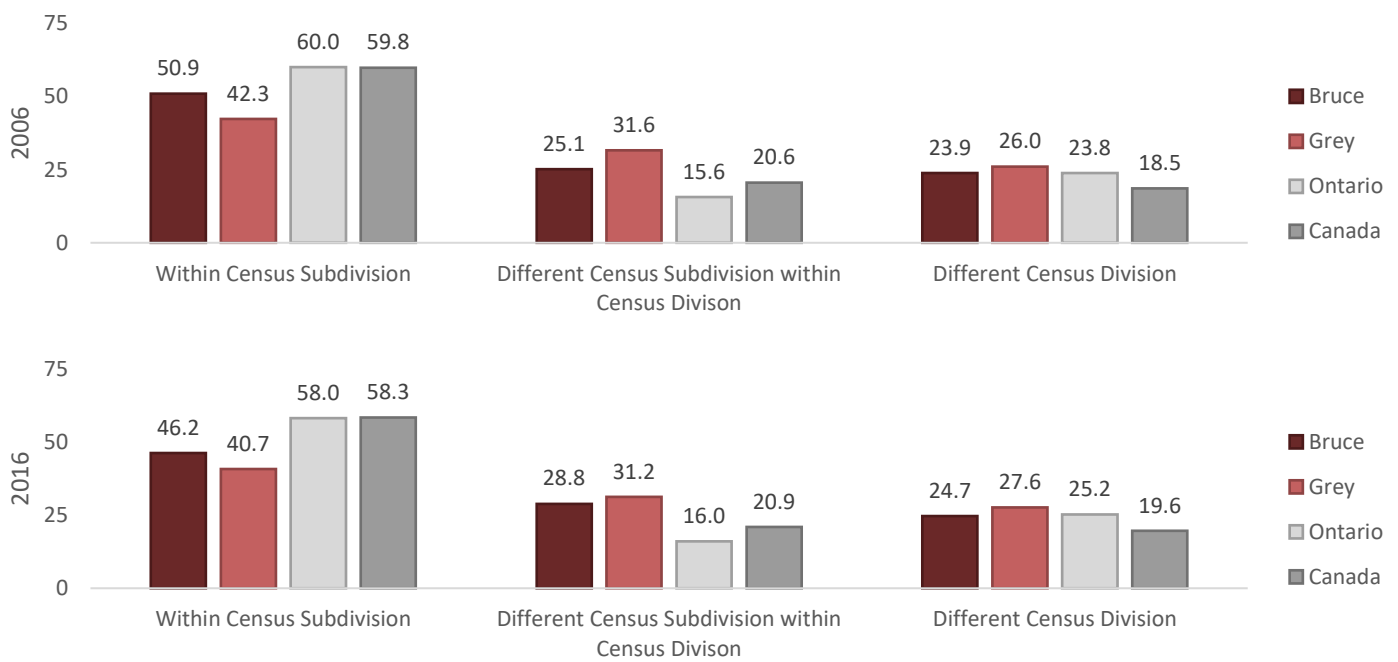


Figure 3 presents the proportion of commuters in the employed labour force who commuted to a fixed workplace address in another municipality within their county of residence in each Grey Bruce municipality (e.g. someone who lives in Grey Highlands and commutes to Owen Sound). The proportion of commuters whose workplace was located in another municipality within their county of residence ranged widely from 10.5% of commuters in Hanover to 66.2% in Chatsworth. Most Grey Bruce municipalities had more commuters travelling to a different census subdivision within their census division than Ontario. Figure 4 presents the proportion of commuters in the employed labour force in each Grey Bruce municipality who commuted to a fixed workplace address in another county (e.g. someone who lives in Grey Highlands and commutes to Bruce County). These proportions also ranged widely from 6.5% in Kincardine to 67.8% in Southgate. The municipalities in which relatively few commuters commute to another county tend to be those that do not share a border with a neighbouring county.

Figure 3. Employed Labour Force Commuting to another Municipality within their County of Residence (%), Grey Bruce Municipalities, 2016

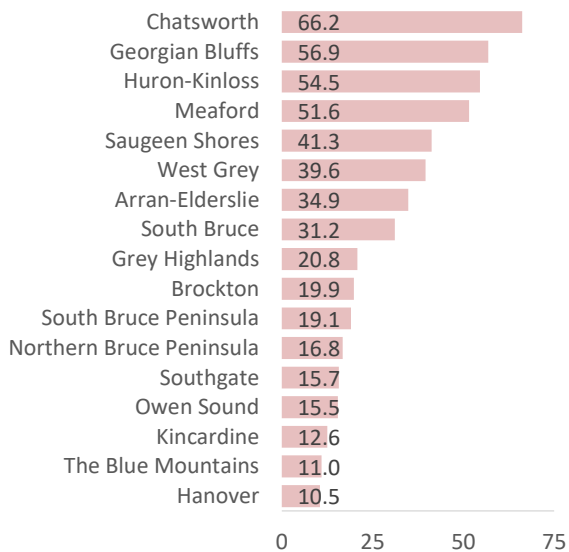
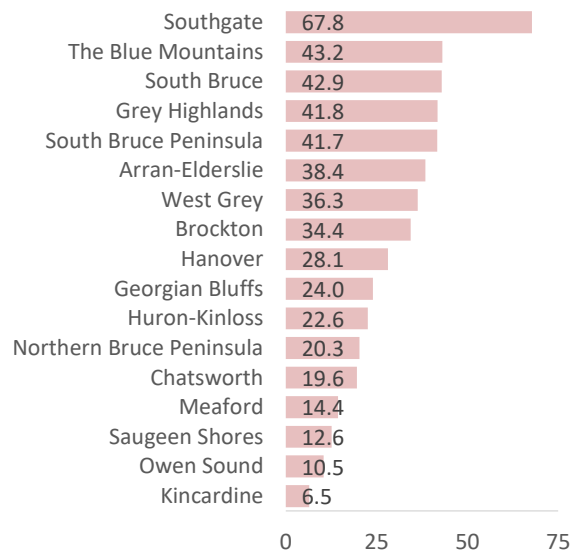


Figure 4. Employed Labour Force Commuting to another County (%), Grey Bruce Municipalities, 2016



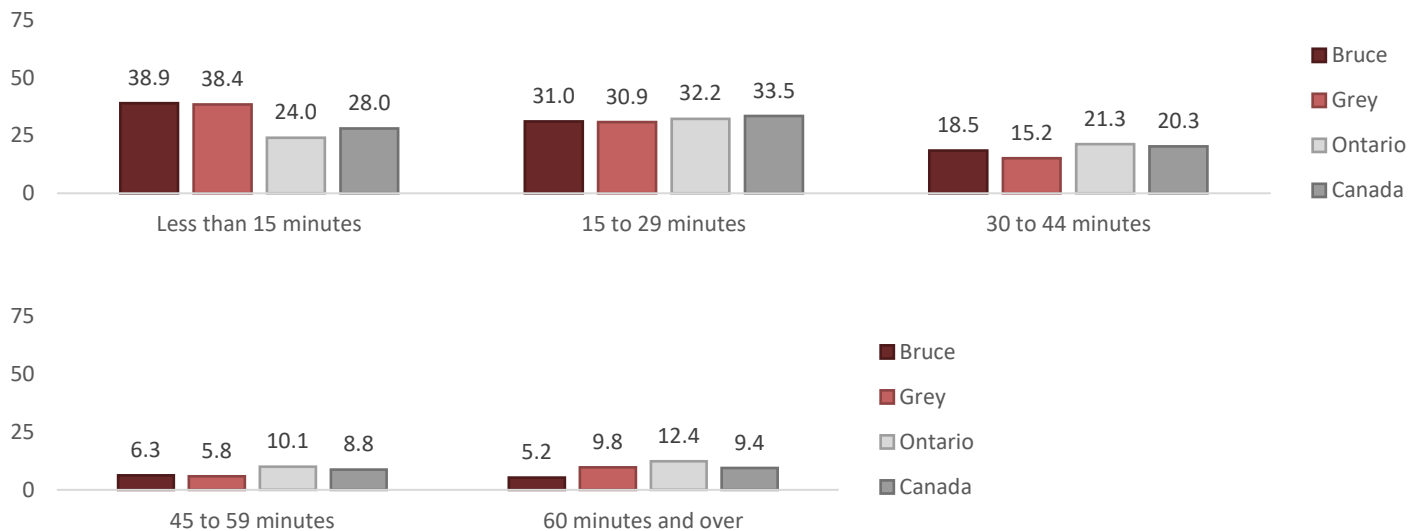
Commuting Duration

'Commuting duration' refers to the length of time, in minutes, usually required by a person to travel between his or her place of residence and his or her place of work (one-way). Lengthy commutes, particularly in a private vehicle, have been associated with poor mental¹ and physical² health outcomes. Commute times in Grey Bruce tend to be shorter than provincial and national commute times, despite fewer people in Grey Bruce commuting within their municipality. This may be due in part to very few people in Grey Bruce taking public transit, which involves longer commuting times on average.³ It is worth noting that this information is collected in May and does not reflect seasonal differences in commuting duration, which are likely to vary in areas such as Grey Bruce where adverse weather frequently complicates driving conditions.

Figure 5 displays commute times for the employed labour force with a usual place of work or no fixed workplace address for Bruce and Grey counties, Ontario, and Canada in 2016. About 38% of commuters in both Bruce and Grey counties have a commute that is less than 15 minutes long, which is high relative to Ontario and Canada. Thirty-one percent of commuters in both counties spent 15 to 29 minutes getting to work, which is similar to provincial and national proportions.

Commuters who spent between 30 and 44 minutes getting to work made up 18.5% of commuters in Bruce County and 15.2% in Grey County- lower than the provincial and national proportions, though only slightly in Bruce County. Around 6% of commuters in both counties spent 45 to 59 minutes getting to work, slightly lower than Ontario and Canada. Five percent of Bruce County commuters spent an hour or longer getting to work, which is lower than Grey County, at 9.8%, as well as Ontario and Canada. See [Table 2](#) (p.10) for more information at the municipal level. [Table 5](#) (p.13) presents commute times for Bruce and Grey counties and Ontario broken down by sex. Male commuters tended to have longer commutes than female commuters.

Figure 5. Commuting Duration among the Employed Labour Force (%), 2016



¹ Hansson, E., Mattisson, K., Björk, J., Östergren, P., & Jakobsson, K. (2011). Relationship between commuting and health outcomes in a cross-sectional population survey in southern Sweden. *BMC Public Health*, 11, 834.

² Hoehner, Barlow, Allen, & Schootman. (2012). Commuting Distance, Cardiorespiratory Fitness, and Metabolic Risk. *American Journal of Preventive Medicine*, 42(6), 571-578.

³ Statistics Canada, 2017. *The Daily*. <http://www.statcan.gc.ca/daily-quotidien/171129/dq171129c-eng.htm>

Figure 6 displays the proportion of commuters in the employed labour force with a usual place of work or no fixed workplace address who spent between 45 and 49 minutes getting to work, for each Grey Bruce municipality in 2016. Relative to Ontario, fewer commuters spent 45 to 59 minutes getting to work in almost all Grey Bruce municipalities. Exceptions included Southgate and Grey Highlands where proportions were similar to Ontario. Figure 7 displays the proportion of commuters in the employed labour force with a usual place of work or no fixed workplace address who spent an hour or longer getting to work in 2016 for each Grey Bruce municipality. Again, most Grey Bruce municipalities had fewer commuters who spent an hour or longer getting to work relative to Ontario. Exceptions included Southgate, Grey Highlands, and West Grey. Southgate had a particularly high proportion of commuters spending an hour or more getting to work, at one in five commuters.

Figure 6. Employed Labour Force with Commute between 45 and 59 minutes (%), Grey Bruce Municipalities, 2016

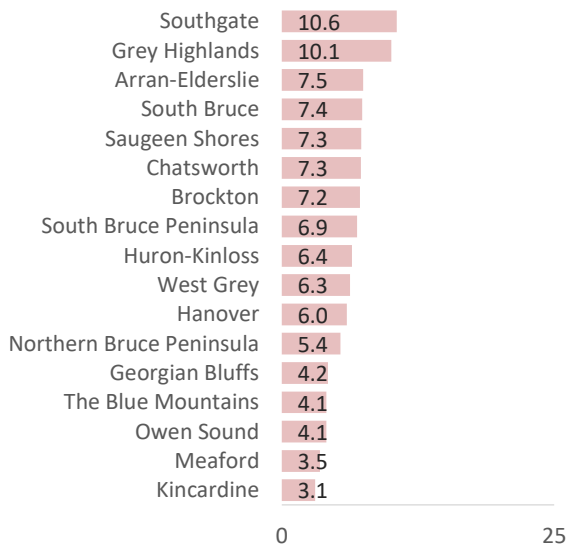
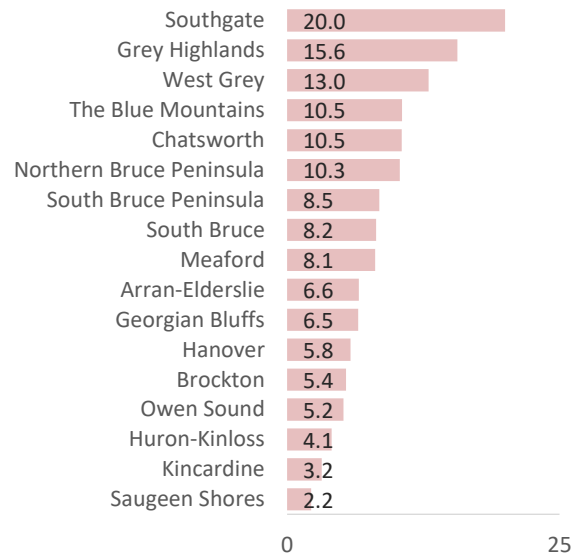


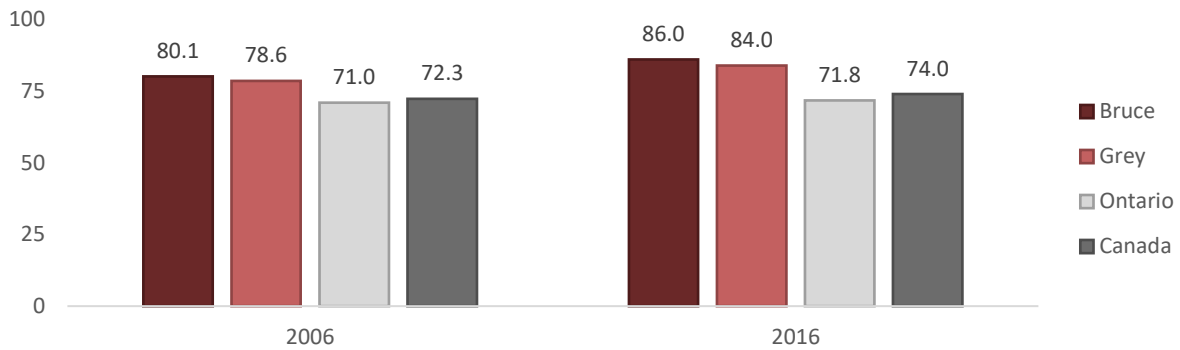
Figure 7. Employed Labour Force with 60 minute Commute or Longer (%), Grey Bruce Municipalities, 2016



Mode of Commuting

'Main mode of commuting' refers to the main mode of transportation a person uses to travel between his or her home and his or her place of work. Figure 8 displays the proportion of commuters in the employed labour force with a usual place of work or no fixed workplace address whose main mode of commuting was a car, truck, or van as a driver (not a passenger), in 2006 and 2016. Driving to work in a car, truck or van was the main mode of commuting among 86% of commuters in Bruce County and 84% in Grey County in 2016. This was the main mode of commuting among most Ontarian and Canadian commuters as well, but was less prominent relative to Bruce and Grey counties. Between 2006 and 2016 driving a car, truck or van became more popular as a primary mode of transportation among local commuters, while remaining relatively stable in provincially and nationally.

Figure 8. Employed Labour Force Driving a Car, Truck, or Van as Main Mode of Commuting (%), Bruce County, Grey County, Ontario, 2006 & 2016



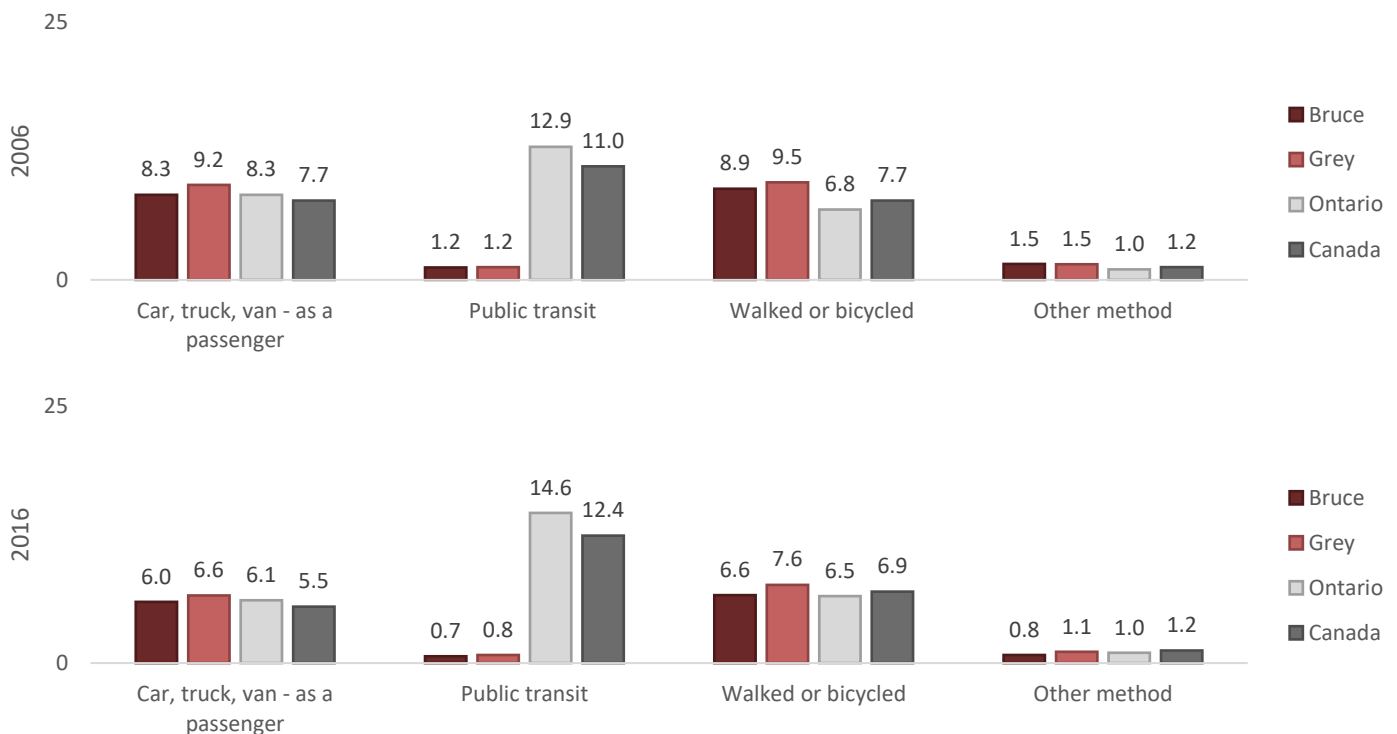
Sustainable Modes of Commuting

Figure 9 presents the proportion of commuters in the employed labour force with a usual place of work or no fixed workplace address whose main mode of commuting was a mode other than in a car, truck or van as a driver in 2006 and 2016. These are also known as “sustainable modes of commuting”. Between 2006 and 2016 sustainable modes of commuting became less popular as primary modes of transportation among local commuters.

The major difference in transportation modes between local commuters and commuters provincially and nationally is that far fewer local commuters use, or have access to, public transit. Public transit is found where populations are large enough to justify the costs of the infrastructure required,⁴ while Grey Bruce’s population is distributed between rural areas and small population centres. The proportion of commuters whose main mode of transportation was public transit decreased locally between 2006 and 2016, and increased provincially and nationally.

People who walked or bicycled to work made up 6.6% of commuters in Bruce County in 2016, which was similar to provincial and national proportions. Grey County had a slightly higher proportion of people who walked or bicycled to work in 2016 at 7.6%. Between 2006 and 2016 the proportion of commuters who walked or bicycled to work remained relatively stable in Ontario, decreased slightly in Canada, and decreased to a greater extent in Bruce and Grey counties. Carpooling (two or more commuters in a private vehicle) decreased between 2006 and 2016 to a similar extent in all geographies presented, and using some other mode of transportation such as a motorcycle or taxi remained stable provincially and nationally and decreased locally. See [Table 3](#) (p.11) for more information at the municipal level.

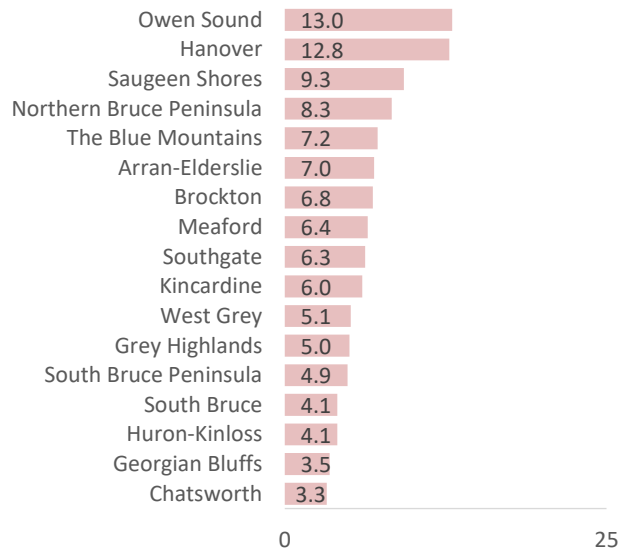
Figure 9. Employed Labour Force with Sustainable Mode of Commuting (%), Bruce County, Grey County, Ontario, 2006 & 2016



⁴ Statistics Canada, 2017. *The Daily*. <http://www.statcan.gc.ca/daily-quotidien/171129/dq171129c-eng.htm>

Figure 10 displays the proportion of commuters in the employed labour force with a usual place of work or no fixed workplace address whose main mode of commuting was walking or bicycling, for each Grey Bruce municipality in 2016. Many Grey Bruce municipalities had a similar or greater proportion of commuters who usually walked or bicycled to work when compared to Ontario. Owen Sound and Hanover had the greatest proportions of commuters who walked or bicycled to work, at around 13%.

Figure 10. Employed Labour Force Walking or Bicycling as Main Mode of Commuting (%), Grey Bruce Municipalities, 2016



Time Leaving for Work

'Time leaving for work' refers to the time of day at which a person usually leaves home to go to their place of work.

[Table 4](#) (p.12) displays the usual time leaving for work among the employed labour force in Bruce and Grey counties and their municipalities. Grey Bruce commuters tended to be more likely than commuters in Ontario and Canada to leave for work earlier.

Geographic Profile Tables

Commuting Destination

Table 1. Commuting Destination among Employed Labour Force with Usual Place of Work, Grey Bruce Municipalities, 2016

| Geography (commuting population) | Within CSD of residence | Different CSD within CD of residence | Different CD within province or territory of residence | Different province or territory |
|----------------------------------|-------------------------|--------------------------------------|--|---------------------------------|
| Ontario (5,355,995) | 3,108,445 (58) | 856,410 (16) | 1,349,365 (25.2) | 41,775 (0.8) |
| Bruce (24,205) | 11,175 (46.2) | 6,980 (28.8) | 5,970 (24.7) | 80 (0.3) |
| Arran-Elderslie (2,380) | 625 (26.3) | 830 (34.9) | 915 (38.4) | 10 (0.4) |
| Brockton (3,725) | 1,705 (45.8) | 740 (19.9) | 1,280 (34.4) | - |
| Kincardine (4,335) | 3,485 (80.4) | 545 (12.6) | 280 (6.5) | 25 (0.6) |
| Huron-Kinloss (2,265) | 525 (23.2) | 1,230 (54.3) | 510 (22.5) | - |
| Northern Bruce Peninsula (985) | 620 (62.9) | 165 (16.8) | 200 (20.3) | - |
| Saugeen Shores (5,185) | 2,365 (45.6) | 2,140 (41.3) | 655 (12.6) | 25 (0.5) |
| South Bruce (2,290) | 570 (24.9) | 715 (31.2) | 985 (43) | 20 (0.9) |
| South Bruce Peninsula (2,655) | 1,045 (39.4) | 505 (19) | 1,105 (41.6) | - |
| Grey (33,325) | 13,565 (40.7) | 10,395 (31.2) | 9,185 (27.6) | 180 (0.5) |
| The Blue Mountains (2,190) | 985 (45.0) | 240 (11) | 945 (43.2) | 20 (0.9) |
| Chatsworth (2,250) | 295 (13.1) | 1,490 (66.2) | 440 (19.6) | 25 (1.1) |
| Georgian Bluffs (4,035) | 740 (18.3) | 2,300 (57) | 970 (24) | 25 (0.6) |
| Grey Highlands (2,985) | 1,110 (37.2) | 620 (20.8) | 1,245 (41.7) | 10 (0.3) |
| Hanover (2,895) | 1,775 (61.3) | 305 (10.5) | 815 (28.2) | - |
| Meaford (3,935) | 1,320 (33.5) | 2,030 (51.6) | 565 (14.4) | 20 (0.5) |
| Owen Sound (8,020) | 5,890 (73.4) | 1,240 (15.5) | 840 (10.5) | 50 (0.6) |
| Southgate (2,575) | 415 (16.1) | 405 (15.7) | 1,745 (67.8) | 10 (0.4) |
| West Grey (4,445) | 1,050 (23.6) | 1,760 (39.6) | 1,615 (36.3) | 20 (0.4) |

Employed labour force = population 15 years and older who held a job at the time when the census was conducted

CSD = census subdivision

CD = census division

Commuting Duration

Table 2. Commuting Duration among Employed Labour Force with Usual Place of Work or No Fixed Workplace Address, Grey Bruce Municipalities, 2016

| Geography (commuting population) | Less than 15 minutes | 15 to 29 minutes | 30 to 44 minutes | 45 to 59 minutes | 60 minutes and over |
|----------------------------------|----------------------|------------------|------------------|------------------|---------------------|
| Ontario (6,092,710) | 1,463,845 (24) | 1,964,690 (32.2) | 1,295,375 (21.3) | 612,415 (10.1) | 756,385 (12.4) |
| Bruce (27,480) | 10,695 (38.9) | 8,525 (31) | 5,095 (18.5) | 1,725 (6.3) | 1,440 (5.2) |
| Arran-Elderslie (2,810) | 770 (27.4) | 1,040 (37) | 605 (21.5) | 210 (7.5) | 185 (6.6) |
| Brockton (4,245) | 2,115 (49.8) | 1,040 (24.5) | 555 (13.1) | 305 (7.2) | 230 (5.4) |
| Kincardine (4,740) | 2,040 (43) | 1,810 (38.2) | 595 (12.6) | 145 (3.1) | 150 (3.2) |
| Huron-Kinloss (2,555) | 845 (33.1) | 870 (34.1) | 570 (22.3) | 165 (6.5) | 105 (4.1) |
| N. Bruce Peninsula (1,215) | 520 (42.8) | 315 (25.9) | 190 (15.6) | 65 (5.3) | 125 (10.3) |
| Saugeen Shores (5,685) | 2,260 (39.8) | 1,550 (27.3) | 1,335 (23.5) | 415 (7.3) | 125 (2.2) |
| South Bruce (2,570) | 930 (36.2) | 820 (31.9) | 420 (16.3) | 190 (7.4) | 210 (8.2) |
| S. Bruce Peninsula (3,170) | 930 (29.3) | 995 (31.4) | 755 (23.8) | 220 (6.9) | 270 (8.5) |
| Grey (38,815) | 14,895 (38.4) | 11,980 (30.9) | 5,890 (15.2) | 2,260 (5.8) | 3,790 (9.8) |
| Blue Mountains (2,565) | 965 (37.6) | 895 (34.9) | 330 (12.9) | 105 (4.1) | 270 (10.5) |
| Chatsworth (2,760) | 430 (15.6) | 1,180 (42.8) | 660 (23.9) | 200 (7.2) | 290 (10.5) |
| Georgian Bluffs (4,590) | 1,480 (32.2) | 1,965 (42.8) | 650 (14.2) | 195 (4.2) | 300 (6.5) |
| Grey Highlands (3,775) | 1,040 (27.5) | 895 (23.7) | 870 (23) | 380 (10.1) | 590 (15.6) |
| Hanover (3,170) | 1,830 (57.7) | 705 (22.2) | 260 (8.2) | 190 (6) | 185 (5.8) |
| Meaford (4,565) | 1,645 (36) | 1,640 (35.9) | 750 (16.4) | 160 (3.5) | 370 (8.1) |
| Owen Sound (8,900) | 5,235 (58.8) | 1,915 (21.5) | 925 (10.4) | 365 (4.1) | 460 (5.2) |
| Southgate (3,130) | 665 (21.2) | 895 (28.6) | 615 (19.6) | 330 (10.5) | 625 (20) |
| West Grey (5,360) | 1,605 (29.9) | 1,885 (35.2) | 840 (15.7) | 335 (6.3) | 695 (13) |

Employed labour force = population 15 years and older who held a job at the time when the census was conducted

Mode of Commuting

Table 3. Main Mode of Commuting among Employed Labour Force with Usual Place of Work or No Fixed Workplace Address, Grey Bruce Municipalities, 2016

| Geography (commuting population) | Car, truck, van - as a driver | Car, truck, van - as a passenger | Public transit | Walked | Bicycled | Other method |
|----------------------------------|-------------------------------|----------------------------------|----------------|---------------|--------------|--------------|
| Ontario (6,092,710) | 4,375,215 (71.8) | 372,480 (6.1) | 888,920 (14.6) | 320,015 (5.3) | 75,460 (1.2) | 60,620 (1) |
| Bruce (27,480) | 23,635 (86) | 1,635 (5.9) | 185 (0.7) | 1,640 (6) | 170 (0.6) | 215 (0.8) |
| Arran-Elderslie (2,805) | 2,440 (87) | 155 (5.5) | - | 185 (6.6) | 10 (0.4) | 15 (0.5) |
| Brockton (4,235) | 3,610 (85.2) | 285 (6.7) | 20 (0.5) | 290 (6.8) | - | 30 (0.7) |
| Huron-Kinloss (2,565) | 2,280 (88.9) | 160 (6.2) | 10 (0.4) | 105 (4.1) | - | 10 (0.4) |
| Kincardine (4,735) | 4,010 (84.7) | 340 (7.2) | 45 (1) | 265 (5.6) | 20 (0.4) | 55 (1.2) |
| N. Bruce Peninsula (1,205) | 1,045 (86.7) | 50 (4.1) | - | 85 (7.1) | 15 (1.2) | 10 (0.8) |
| Saugeen Shores (5,675) | 4,775 (84.1) | 240 (4.2) | 85 (1.5) | 420 (7.4) | 105 (1.9) | 50 (0.9) |
| South Bruce (2,565) | 2,300 (89.7) | 140 (5.5) | - | 105 (4.1) | - | 20 (0.8) |
| S. Bruce Peninsula (3,185) | 2,815 (88.4) | 185 (5.8) | 15 (0.5) | 145 (4.6) | 10 (0.3) | 15 (0.5) |
| Grey (38,810) | 32,590 (84) | 2,545 (6.6) | 305 (0.8) | 2,640 (6.8) | 310 (0.8) | 420 (1.1) |
| Blue Mountains (2,560) | 2,155 (84.2) | 165 (6.4) | 25 (1) | 175 (6.8) | 10 (0.4) | 30 (1.2) |
| Chatsworth (2,760) | 2,510 (90.9) | 125 (4.5) | 20 (0.7) | 80 (2.9) | 10 (0.4) | 15 (0.5) |
| Georgian Bluffs (4,595) | 4,100 (89.2) | 295 (6.4) | 15 (0.3) | 115 (2.5) | 45 (1) | 25 (0.5) |
| Grey Highlands (3,775) | 3,345 (88.6) | 180 (4.8) | 25 (0.7) | 190 (5) | - | 35 (0.9) |
| Hanover (3,170) | 2,505 (79) | 210 (6.6) | - | 360 (11.4) | 45 (1.4) | 50 (1.6) |
| Meaford (4,585) | 3,975 (86.7) | 245 (5.3) | 20 (0.4) | 285 (6.2) | 10 (0.2) | 50 (1.1) |
| Owen Sound (8,910) | 6,625 (74.4) | 860 (9.7) | 150 (1.7) | 1,040 (11.7) | 120 (1.3) | 115 (1.3) |
| Southgate (3,120) | 2,695 (86.4) | 170 (5.4) | 10 (0.3) | 130 (4.2) | 65 (2.1) | 50 (1.6) |
| West Grey (5,360) | 4,680 (87.3) | 305 (5.7) | 50 (0.9) | 265 (4.9) | 10 (0.2) | 50 (0.9) |

Employed labour force = population 15 years and older who held a job at the time when the census was conducted

Time Leaving for Work

Table 4. Time Leaving for Work among Employed Labour Force with Usual Place of Work or No Fixed Workplace Address, Grey Bruce Municipalities, 2016

| Geography (commuting population) | Between 5 a.m. and 5:59 a.m. (%) | Between 6 a.m. and 6:59 a.m. (%) | Between 7 a.m. and 7:59 a.m. (%) | Between 8 a.m. and 8:59 a.m. (%) | Between 9 a.m. and 11:59 a.m. (%) | Between 12 p.m. and 4:59 a.m. (%) |
|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------------------|-----------------------------------|
| Ontario (6,092,715) | 413,515 (6.8) | 1,039,255 (17.1) | 1,571,230 (25.8) | 1,354,870 (22.2) | 740,330 (12.2) | 973,515 (16) |
| Bruce (27,480) | 2,280 (8.3) | 6,290 (22.9) | 7,295 (26.5) | 5,620 (20.5) | 2,295 (8.4) | 3,700 (13.5) |
| Arran-Elderslie (2,800) | 240 (8.6) | 555 (19.8) | 910 (32.5) | 605 (21.6) | 150 (5.4) | 340 (12.1) |
| Brockton (4,240) | 425 (10) | 870 (20.5) | 1,030 (24.3) | 920 (21.7) | 340 (8) | 655 (15.4) |
| Huron-Kinloss (2,565) | 225 (8.8) | 610 (23.8) | 625 (24.4) | 465 (18.1) | 235 (9.2) | 405 (15.8) |
| Kincardine (4,725) | 325 (6.9) | 1,205 (25.5) | 1,210 (25.6) | 935 (19.8) | 385 (8.1) | 665 (14.1) |
| N. Bruce Peninsula (1,205) | 60 (5) | 140 (11.6) | 485 (40.2) | 320 (26.6) | 100 (8.3) | 100 (8.3) |
| Saugeen Shores (5,675) | 490 (8.6) | 1,390 (24.5) | 1,440 (25.4) | 1,140 (20.1) | 545 (9.6) | 670 (11.8) |
| South Bruce (2,580) | 275 (10.7) | 760 (29.5) | 595 (23.1) | 425 (16.5) | 135 (5.2) | 390 (15.1) |
| S. Bruce Peninsula (3,185) | 205 (6.4) | 670 (21) | 900 (28.3) | 635 (19.9) | 350 (11) | 425 (13.3) |
| Grey (38,810) | 3,020 (7.8) | 7,090 (18.3) | 10,265 (26.4) | 8,230 (21.2) | 3,875 (10) | 6,330 (16.3) |
| Blue Mountains (2,555) | 120 (4.7) | 340 (13.3) | 710 (27.8) | 730 (28.6) | 345 (13.5) | 310 (12.1) |
| Chatsworth (2,750) | 230 (8.4) | 620 (22.5) | 770 (28) | 465 (16.9) | 185 (6.7) | 480 (17.5) |
| Georgian Bluffs (4,585) | 350 (7.6) | 835 (18.2) | 1,305 (28.5) | 1,120 (24.4) | 430 (9.4) | 545 (11.9) |
| Grey Highlands (3,770) | 400 (10.6) | 685 (18.2) | 1,065 (28.2) | 715 (19) | 265 (7) | 640 (17) |
| Hanover (3,180) | 275 (8.6) | 675 (21.2) | 700 (22) | 580 (18.2) | 350 (11) | 600 (18.9) |
| Meaford (4,575) | 210 (4.6) | 750 (16.4) | 1,495 (32.7) | 1,070 (23.4) | 465 (10.2) | 585 (12.8) |
| Owen Sound (8,905) | 445 (5) | 1,375 (15.4) | 2,165 (24.3) | 2,105 (23.6) | 1,145 (12.9) | 1,670 (18.8) |
| Southgate (3,130) | 425 (13.6) | 705 (22.5) | 800 (25.6) | 445 (14.2) | 180 (5.8) | 575 (18.4) |
| West Grey (5,350) | 560 (10.5) | 1,105 (20.7) | 1,245 (23.3) | 1,000 (18.7) | 520 (9.7) | 920 (17.2) |

Employed labour force = population 15 years and older who held a job at the time when the census was conducted

Comparison by Sex

Table 5. Journey to Work Indicators by Sex, 2016

| | Ontario | | Bruce | | Grey | |
|--|------------------|------------------|--------------|---------------|---------------|---------------|
| | Male (%) | Female (%) | Male (%) | Female (%) | Male (%) | Female (%) |
| Commuting Destination | | | | | | |
| Employed labour force with a usual place of work | 2,609,625 | 2,746,380 | 12,100 | 12,110 | 15,945 | 17,385 |
| Within CSD of residence | 1,416,940 (54.3) | 1,691,510 (61.6) | 5,190 (42.9) | 5,985 (49.4) | 6,050 (37.9) | 7,515 (43.2) |
| Different CSD within CD of residence | 419,390 (16.1) | 437,020 (15.9) | 4,075 (33.7) | 2,910 (24) | 4,455 (27.9) | 5,940 (34.2) |
| Different CD within province/territory of residence | 749,855 (28.7) | 599,515 (21.8) | 2,785 (23) | 3,180 (26.3) | 5,315 (33.3) | 3,875 (22.3) |
| Different province or territory | 23,440 (0.9) | 18,335 (0.7) | 45 (0.4) | 35 (0.3) | 125 (0.8) | 55 (0.3) |
| Commuting Duration | | | | | | |
| Employed labour force with a usual place of work or no fixed workplace address | 3,145,765 | 2,946,950 | 14,570 | 12,910 | 20,065 | 18,740 |
| Less than 15 minutes | 675,540 (21.5) | 788,310 (26.8) | 4,815 (33) | 5,875 (45.5) | 6,870 (34.2) | 8,020 (42.8) |
| 15 to 29 minutes | 991,525 (31.5) | 973,165 (33) | 4,710 (32.3) | 3,810 (29.5) | 5,830 (29.1) | 6,145 (32.8) |
| 30 to 44 minutes | 706,155 (22.4) | 589,225 (20) | 2,945 (20.2) | 2,150 (16.7) | 3,075 (15.3) | 2,820 (15) |
| 45 to 59 minutes | 336,090 (10.7) | 276,325 (9.4) | 1,060 (7.3) | 665 (5.2) | 1,420 (7.1) | 835 (4.5) |
| 60 minutes and over | 436,455 (13.9) | 319,930 (10.9) | 1,040 (7.1) | 400 (3.1) | 2,865 (14.3) | 920 (4.9) |
| Main Mode of Commuting | | | | | | |
| Employed labour force with a usual place of work or no fixed workplace address | 3,145,765 | 2,946,945 | 14,570 | 12,910 | 20,065 | 18,745 |
| Car, truck, van - as a driver | 2,392,270 (76) | 1,982,945 (67.3) | 12,670 (87) | 10,965 (84.9) | 17,115 (85.3) | 15,470 (82.5) |
| Car, truck, van - as a passenger | 151,880 (4.8) | 220,600 (7.5) | 835 (5.7) | 800 (6.2) | 1,260 (6.3) | 1,285 (6.9) |
| Public transit | 376,690 (12) | 512,235 (17.4) | 105 (0.7) | 80 (0.6) | 70 (0.3) | 230 (1.2) |
| Walked | 143,885 (4.6) | 176,130 (6) | 700 (4.8) | 940 (7.3) | 1,205 (6) | 1,430 (7.6) |
| Bicycle | 50,200 (1.6) | 25,260 (0.9) | 120 (0.8) | 50 (0.4) | 210 (1) | 105 (0.6) |
| Other method | 30,835 (1) | 29,785 (1) | 145 (1) | 75 (0.6) | 210 (1) | 215 (1.1) |

Employed labour force = population 15 years and older who held a job at the time when the census was conducted

CSD = census subdivision

CD = census division