

**Baseline Report -**  
**Population, Housing, Employment, Journey-to-Work**

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Prepared for  
**Regional Planning**  
**Halifax Regional Municipality**

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## 1.0 Introduction

The purpose of this report is to serve as a source document for data and information collected on population, households, housing, employment and journey-to-work characteristics in the HRM region. The report also documents population and employment forecasting efforts completed for both imminent (2006) and long-term (2026) growth anticipated under a BaseCase growth alternative which assumes a continuation of existing growth patterns within HRM.

Specifically the report provides data from the 1996 and 2001 Censuses to identify recent trends for particular data categories. Documenting this information should help serve with identifying:

- where development has been occurring and where it is expected to occur over the next five (5) to 25 years,
- how household characteristics are changing in anticipation of future demand,
- the characteristics and availability of the existing housing stock,
- where employment is located within the region and where it is anticipated to be in the future,
- the general origins and destinations of commute trips, and
- the modes which people use to get to work.

## 1.1 Subareas

Most of the data and analysis presented in this report has been summarized by subareas within HRM. The subareas are generally characterized by the level and intensity of development within their boundaries. The subareas include:

- **Urban Core:** which comprises the Halifax Peninsula and Dartmouth area inside the Circumferential (#111) Highway.
- **Suburban:** which includes areas of concentrated development surrounding the urban core, including such communities as Beaverbank, Sackville, Bedford, Timberlea, Herring Cove, Eastern Passage and Cole Harbour.
- **Rural Commutershed West:** which includes less concentrated areas of development to the west of the Suburban subarea, and the remainder of HRM's western region. It includes communities such as Lucasville, Hammonds Plains, Tantallon, Hubbards, Peggy's Cove, Sambro, and Hatchet Lake.
- **Rural Commutershed East:** includes the less concentrated areas of development to east of the Suburban subarea and includes communities as far east as East Jeddore and Musquodoboit Harbour, to the north Oakfield and the International Airport, and to the south, Lawrencetown.
- **Rural:** includes the remainder of HRM's eastern region east of the Rural Commutershed East subarea. It includes communities such as Enfield, Lantz, Clam Bay, Sheet Harbour and Ecum Secum.

## 2.0 Population

### 2.1 Subarea Population

Overall population within HRM grew by 16,100 people, approximately 5% between 1996 and 2001. This represents an average annual growth rate of 1%, a moderate but steady rate. Table 2-1, identifies HRM population by Regional Planning subarea for both the 1996 and 2001 Census. The subarea with the greatest absolute change between 1996 and 2001 is the Suburban subarea with an actual population increase of 8,200 people. The Rural Commutershed West subarea had the largest percent increase at 17%, an average annual change of 3.4%. The Rural subarea was the only area to lose population between 1996 and 2001. Relatively minor changes occurred with regard to the population proportions within the subareas relative to HRM as a whole.

**Table 2-1: HRM Population by Subarea**

Subarea	1996 Population	% of HRM Total	2001 Population	% of HRM Total	% Change (1996-2001)
Urban Core	95,100	28%	96,600	27%	2%
Suburban	168,300	49%	176,500	49%	5%
Rural Commutershed West	31,100	9%	36,300	10%	17%
Rural Commutershed East	38,600	11%	40,000	11%	4%
Rural	9,900	3%	9,700	3%	-2%
<b>HRM Total</b>	<b>343,000</b>	<b>100%</b>	<b>359,100</b>	<b>100%</b>	<b>5%</b>

Source: Statistics Canada, 1996 and 2001 Census.

## 2.2 Age Group Population

Table 2-2 identifies HRM population by age group for 1996 and 2001 and the proportion each group represented for HRM as a whole. The most significant increases are in the 35-64 and 65+ age groups, which indicates that HRM's population is aging. This trend most likely will continue into the future which will ultimately mean fewer people in the work force, a greater demand for social and health care services and specialized housing.

**Table 2-2: HRM Population by Age Group**

Age Group	1996	% of HRM Total	2001	% of HRM Total	% Change (1996-2001)
0-4	22,400	7%	18,000	5%	-20%
5-19	67,000	20%	68,200	19%	2%
20-34	86,800	25%	82,600	23%	-5%
35-64	131,600	38%	150,800	42%	15%
65+	35,200	10%	39,500	11%	12%
<b>HRM Total</b>	<b>343,000</b>	<b>100%</b>	<b>359,100</b>	<b>100%</b>	<b>5%</b>

Source: Statistics Canada, 1996 and 2001 Census.

## 2.3 Comparison of Nova Scotia and HRM Population Characteristics

Table 2-3 shows a comparison between Nova Scotia and HRM population growth, median age and percent of the population over the age of 15. HRM's share of Nova Scotia's total population grew from 38% in 1996 to 40% in 2001. HRM's median age is slightly lower than the province, but the percentage (%) of population over the age of 15 (workforce population) is virtually the same.

**Table 2-3: Comparison of Nova Scotia and HRM Population Characteristics**

Characteristic	Nova Scotia	HRM
1996 Population	909,300	343,000
2001 Population	908,000	359,100
% Change (1996-2001)	-0.1%	5%
Median Age	38.8	36.6
% of population ages 15 and over	81.8%	81.6%

Source: Statistics Canada, 1996 and 2001 Census.

### 3.0 Future Population

Population change occurs within an area due to births, deaths, and migration. Births and deaths can be fairly accurately predicted, however, migration is strongly influenced by the economy and other factors, making it difficult to determine.

Two sets of population forecasts have been recently prepared for the HRM region. The first was prepared by the Greater Halifax Partnership (GHP) which forecasts population at the regional level based on the economic impacts of offshore development. The other forecast has been prepared by HRM Planning Services, and allocates the regional forecasts prepared by GHP to the subarea and traffic zone level.

#### 3.1 GHP Energy Report Forecasts

The Greater Halifax Partnership (GHP) prepared population and employment forecasts based on the impact of offshore natural gas development and associated industry impacts. These forecasts were published in the report: *Economic Impact Analysis of Offshore Development on Nova Scotia - Energy for Smart Growth* (otherwise known as the *Energy Report*). Forecasts were developed for three different approaches to investment, including:

- a conservative approach (Scenario 1),
- an intermediate approach (Scenario 2), and
- a rapid investment approach (Scenario 3).

Each of these scenarios were compared to a base case (Control) scenario, which assumed that the offshore natural gas development would be limited to what has already been discovered and in production. (*Energy Report*, p. i). The 2001-2020 population forecasts developed for the HRM region for each of the scenarios are shown in Table 3-1 for selected years.

**Table 3-1: GHP Population Forecasts for the HRM Region**

Scenario	2001	2006	2011	2016	2020
Control	359,000	374,000	390,000	406,000	420,000
Scenario 1 (Conservative)	359,000	377,000	394,000	414,000	434,000
Scenario 2 (Intermediate)	359,000	379,000	400,000	428,000	448,000
Scenario 3 (Rapid)	359,000	381,000	411,000	438,000	466,000

Source: *Economic Impact Analysis of Offshore Development on Nova Scotia - Energy for Smart Growth*, Greater Halifax Partnership.

### 3.2 Imminent and Long-term Population Forecasts

Using the GHP *Energy Report* region-wide forecasts as a framework, HRM Planning Services prepared both imminent (2006) and long-term (2026) growth forecasts at the subarea and traffic zone levels for input into a travel demand forecasting model. The Energy Report forecasts for Scenario 2 (Intermediate) and Scenario 3 (Rapid) were used as the overall target for allocating population growth to the traffic zone level. In allocating the region-wide forecasts several assumptions were made:

- that the current growth patterns (distribution) in the region would continue into the future, and
- that approximately 60% of the growth would occur with piped sewer and water services and 40% without piped services.

The forecasts were compiled using the expertise of HRM planning and development staff familiar with existing and imminent development patterns in the region. The forecasts comprise part of the Base Case alternative which will serve as a comparison for alternative growth forecasts. The forecasts are summarized by subarea in Table 3-2. The Suburban subarea is expected to have the greatest increase in population within the next five years with an additional 6,450 people in 2006. The Urban Core and Rural Commutershed West follow with expected increases of 3,200 people respectively.

**Table 3-2: Imminent (2006) and Long-term (2026) Population Forecasts - Base Case**

Subarea	2001 Population	2006 Population	% of HRM Total	% Change (2001-2006)	2026 Population	% of HRM Total	% Change (2001-2026)
Urban Core	96,600	99,800	27%	3%	106,600	23%	10%
Suburban	176,500	183,900	49%	4%	225,200	49%	28%
Rural Commutershed West	36,300	39,500	11%	9%	58,500	13%	61%
Rural Commutershed East	40,000	42,600	11%	6%	56,500	12%	42%
Rural	9,700	9,800	3%	1%	11,800	3%	22%
<b>HRM Total</b>	<b>359,100</b>	<b>374,600</b>	<b>100%</b>	<b>4%</b>	<b>459,100</b>	<b>100%</b>	<b>28%</b>

Source: Statistics Canada, 2001 Census and HRM Planning Services

## 4.0 Household Characteristics

### 4.1 Persons per Household

Table 4-1 identifies persons per household by subarea for 1996 and 2001. Overall, the rates went down in all subareas except for the Rural Commutershed West which has a growing population of young families. The household size is most likely getting smaller for several reasons:

1. Family sizes are getting smaller both as the population ages and children leave the parents home,
2. Lower birth rates, and
3. People are getting married later in life or not at all.

If the trend of smaller household size continues, the demand for housing will continue to outpace population growth.

**Table 4-1: Persons per Household by Subarea**

Subarea	1996 persons per household	2001 persons per household
Urban Core	2.12	1.91
Suburban	2.77	2.53
Rural Commutershed West	2.92	3.00
Rural Commutershed East	3.01	2.76
Rural	2.64	2.37
<b>HRM Total</b>	<b>2.59</b>	<b>2.38</b>

Source: Statistics Canada, 1996 and 2001 Census.

## 4.2 Average Incomes per Household

The economic base of a community depends on the income level of its population. Average household incomes in HRM, Nova Scotia and Canada are shown in Table 4-2 from the 1991 and 1996 Census. In 1995, incomes in HRM were much higher than the province and just under the national average. The region made significant ground between 1990 and 1995 in overall affluence relative to Canada as a whole. This trend is expected to continue, particularly if the region creates high-tech jobs related to offshore natural gas production.

**Table 4-2: Median Household Incomes in HRM, Province and Canada (1995\$)**

Year	HRM	Nova Scotia	Canada
1995	\$48,015	\$41,466	\$48,552
1990	\$46,874	\$44,755	\$51,526

Source: Statistics Canada, 1991 and 2001 Census.

## 5.0 Housing

Housing characteristics include:

- physical characteristics, such as total dwellings, type of units, and age of units,
- consumer characteristics, such as vacancy rates, and percent of owner versus renter occupied, and
- financial characteristics such as median home values and rents.

This information is summarized in the following sections.

### 5.1 Dwelling Units

Table 5-1 shows dwellings by subarea for 1996 and 2001. HRM had an increase of 18,300 units between 1996 and 2001. This represents a 14% increase, much higher than the population growth rate. The percent changes across the subareas were fairly consistent. The Suburban area had the greatest absolute change with 9,100 new dwellings in the time period, followed by the Urban Core with 5,700 new units. The figures in this table include occupied and vacant dwelling units as well as private and semi-private dwellings.

**Table 5-1: HRM Total Dwelling Units by Subarea**

Subarea	1996 Dwelling Units	% of HRM Total	2001 Total Dwelling Units	% of HRM Total	% Change (1996-2001)
Urban Core	44,800	33%	50,500	33%	13%
Suburban	60,700	46%	69,800	46%	15%
Rural Commutershed West	10,700	8%	12,100	8%	14%
Rural Commutershed East	12,800	10%	14,500	10%	13%
Rural	3,700	3%	4,100	3%	9%
<b>HRM Total</b>	<b>132,700</b>	<b>100%</b>	<b>151,000</b>	<b>100%</b>	<b>14%</b>

Source: Statistics Canada, 1996 and 2001 Census.

Table 5-2 shows data for private occupied housing types in HRM from both the 1996 and 2001 Census.

**Table 5-2: HRM Housing Types, 1996 and 2001**

Structural Type	1996	% of Total	2001	% of Total	% Change (1996-2001)
Single-detached house	67,195	51%	76,155	53%	13%
Semi-detached house	9,800	7%	10,025	7%	2%
Row house	5,075	4%	5,280	4%	4%
Apt. detached duplex	6,070	5%	5,650	4%	-7%
Apt. building, five + stories	11,115	9%	13,060	9%	17%
Apt. building less than five stories	27,830	21%	30,740	21%	10%
Other single attached house	435	>1%	380	>1%	-12%
Movable dwelling	4,005	3%	3,135	2%	-22%
<b>Total Private Occupied Dwellings</b>	<b>131,525</b>	<b>100%</b>	<b>144,435</b>	<b>100%</b>	<b>7.7%</b>

Source: Statistics Canada, 1996 and 2001 Census.

## 5.2 Consumer Characteristics

### Owner/Renter Occupancy

Table 5-3 provides data for renter and owner occupied units for HRM and the former municipalities within HRM.

**Table 5-3: Renter and Owner Occupied Dwelling Units**

Subarea	Owned	% Total	Renter	% of Total
Urban Core	17,145	37%	28,745	63%
Suburban	45,050	65%	23,720	35%
Rural Commutershed West	12,885	92%	1,160	8%
Rural Commutershed East	9,705	91%	965	9%
Rural	4,450	88%	570	11%
<b>Total Private Occupied Dwellings</b>	<b>89,275</b>	<b>62%</b>	<b>55,160</b>	<b>38%</b>

Source: Statistics Canada, 2001 Census.

### Vacancy Rates

Rental market surveys are conducted annually by the Canadian Mortgage and Housing Corporation (CMHC) in twenty-eight cities across the country. Data is collected on vacancy rates and average monthly rents for apartments buildings of three or more units. Table 5-4 shows the vacancy rate data for Halifax and the average for all twenty-eight cities surveyed. Over the past five years vacancy rates in Halifax have reduced significantly. Vacancy rate data gives an indication of rental housing availability. There are many factors which influence vacancy rates including: 1., construction rates and labour availability, 2., mortgage rates and the overall carrying cost of home ownership, and 3., household formation rates which are impacted by marriage and divorce rates and population growth among young adults.

**Table 5-4: Vacancy Rates in Apartment Structures of 3 units or more**

	1997	1998	1999	2000	2001	2002
Halifax	7.7%	5.5%	3.6%	3.6%	2.8%	2.7%
Average of Canadian Cities	4.1%	3.4%	2.6%	1.6%	1.1%	1.7%

Source: CMHC Annual Rental Market Survey

### **5.3 Financial Characteristics**

The CMHC survey of average monthly rents in apartment buildings of three units or more is provided in Table 5-5. Rents from 2001 to 2002 rose faster than the 2000 to 2001 time period, particularly for two-bedroom apartments. (Note: Rents are not in constant dollars, but are in average dollars for particular years.)

**Table 5-5: Halifax Average Monthly Rents**

	2000	2001	% change (2000-2001)	2002	% change (2001-2002)
One-Bedroom Apt.	\$539	\$554	2.8%	\$572	3.2%
Two-Bedroom Apt.	\$648	\$673	3.9%	\$704	4.6%

Source: CMHC Annual Rental Market Survey

## 6.0 Employment

### 6.1 Subarea Employment

Employment was estimated by HRM Planning Services staff for 2001. These estimates are based on increases in office and industrial space and adjusted for vacancy rates. Institutional growth was assumed to have no significant changes. Retail was incrementally added where growth was known to have occurred since 1996.

*Table 6-1: HRM Employment by Subarea* shows employment growth between 1996 and 2001 is approximately 11% overall. The areas with the greatest increases in growth are the Suburban and Urban Core subareas. The Suburban growth is primarily the result of significant employment growth in Burnside Industrial Park. Within the Urban Core, employment growth is primarily attributable to increases within the Halifax Central Business District (CBD) area. The subarea with the greatest percent change is the Rural Commutershed East with an increase of 37% between 1996 and 2001. This growth is the result of significant increases in employment at and around the Halifax International Airport. The Urban Core still maintains the largest proportion of employment with 57% of the total jobs within HRM. Though this a slight reduction from the 1996 proportion.

**Table 6-1: HRM Employment by Subarea**

Subarea	1996 Employment	% of HRM Total	2001 Employment Estimate	% of HRM Total	% Change (1996-2001)
Urban Core	96,800	59%	102,200	57%	6%
Suburban	52,600	32%	62,200	34%	18%
Rural Commutershed West	4,600	3%	5,200	3%	14%
Rural Commutershed East	7,600	5%	10,400	6%	37%
Rural	2,400	1%	2,400	1%	0%
<b>HRM Total</b>	<b>164,000</b>	<b>100%</b>	<b>182,400</b>	<b>100%</b>	<b>11%</b>

Source: HRM Planning Services

### 6.2 HRM's Employment Centres

HRM's five largest employment centres are the Halifax Central Business District (CBD), Burnside Industrial Park, in Dartmouth, the Hospital/University area located in the south end of the Halifax peninsula, the Naval Dockyard area located along Halifax Harbour immediately to the north of the Halifax CBD, and the Halifax International Airport area. *Table 6-2: HRM's Largest Employment Centres* provides a summary of the 1996 employment and 2001 estimated employment for these centers, the primary type of employment in the area, and approximate employee density per acre.

Though Burnside Industrial Park has become the second largest employment center in HRM, three of the five centers are located within a concentrated are of the Halifax Peninsula. The three areas, Halifax CBD, Halifax South End Universities and Hospitals, and the Naval Dockyards, combined provide 50,100 total jobs, or 27% of the HRM total.

**Table 6-2: HRM's Largest Employment Centres**

Employment Centre	Primary Employment Category	1996 Employment	2001 Employment Estimate	% Change (1996-2001)	Employment Density
Halifax CBD	Office	19,600	24,700	26%	196 emp/acre
Burnside Industrial Park	Light Industrial, Retail	14,300	20,300	42%	5 emp/acre
Hospital/University	Institutional	17,700	17,700	0%	80-90 emp/acre
Naval Dockyards	DND, Other	10,200	7,700	-24%	25 emp/acre
International Airport	Service	3,100	5,700	84%	

Source: HRM Planning Services

### 6.3 Comparison of Nova Scotia and HRM Employment Characteristics

Table 6-3 provides a comparison between Nova Scotia and HRM employment for 1996 and 2001. HRM's proportion of the province's total employment grew from 43% to over 45% during these time periods. HRM's position as a significant employer within the province and the Atlantic region will most likely continue to increase in the future.

**Table 6-3: Comparison of Nova Scotia and HRM Employment**

Year	Nova Scotia	HRM	% of Province Total
1996	380,800	164,000	43%
2001	402,300	182,400	45%

Source: Statistics Canada, Employed Labour Force by Place of Work, 1996 and 2001 Census.

#### Distribution of Labour Force by Industry Sector

Table 6-4 shows the labour force by industry for 1996 and 2001 within HRM, Nova Scotia and Canada. The labour force estimates in this table include both employed and unemployed persons for each of the industries. Service related employment is the largest sector for both Nova Scotia and HRM. Within HRM, however, the service industry holds a greater share of overall employment than the entire province. No changes in the share of employment for each industry sector occurred in HRM, though the overall labour force grew by approximately 20,000 people between 1996 and 2001. This is a larger increase than the population increase (16,100) during this time period. This can be partly explained by a higher participation rate in the labour market (i.e., more people actively seeking and obtaining employment) between 1996 and 2001. As of January 2003, HRM had a labour participation rate of 68.9%, 1.4% above the national average.

**Table 6-4: Labour Force by Industry, 1996 and 2001**

Industry	Nova Scotia (1996)	% of Total	Nova Scotia (2001)	% of Total	HRM (1996)	% of Total	HRM (2001)	% of Total
Resource Industries	28,700	7%	26,300	6%	2,100	1%	2,400	1%
Manufacturing, Construction	71,500	17%	70,900	16%	19,600	11%	20,300	11%
Service	324,700	76%	345,200	78%	152,100	88%	171,000	88%
<b>Totals</b>	<b>424,900</b>	<b>100%</b>	<b>442,400</b>	<b>100%</b>	<b>173,800</b>	<b>100%</b>	<b>193,700</b>	<b>100%</b>

Source: Statistics Canada, Labour Force by Industry, 1996 and 2001 Census.

## 7.0 Future Employment

Two sets of employment forecasts have been recently prepared for the HRM region. The first was prepared by the Greater Halifax Partnership (GHP) which forecasts employment at the regional level based on the economic impacts of offshore development. The second forecast has been prepared by HRM Planning Services, and allocates the regional forecasts prepared by GHP to the subarea and traffic zone level.

### 7.1 GHP Energy Report Employment Forecasts

The GHP *Energy Report* prepared annual employment projections for four growth scenarios, as previously outlined in Section 3.1, for the periods 2001-2020. These forecasts are shown in *Table 7-1: GHP Employment Forecasts* for selected years.

**Table 7-1: GHP Employment Forecast for the HRM Region**

Scenario	2001	2006	2011	2016	2020
Control	184,000	197,000	209,000	217,000	223,000
Scenario 1 (Conservative)	184,000	199,000	212,000	222,000	235,000
Scenario 2 (Intermediate)	184,000	200,000	214,000	232,000	246,000
Scenario 3 (Rapid)	184,000	201,000	223,000	243,000	257,000

Source: *Economic Impact Analysis of Offshore Development on Nova Scotia - Energy for Smart Growth*, Greater Halifax Partnership.

### 7.2 Imminent and Long-term Employment Forecasts

Using the GHP *Energy Report* region-wide employment forecasts as a framework, HRM Planning Services prepared imminent (2006) and long-term (2026) employment forecasts at the subarea and traffic zone levels for input into a travel demand forecasting model. The employment forecasts use the Energy Report forecasts for Scenario 2 (Intermediate) and Scenario 3 (Rapid) as the overall target for allocating growth at the traffic zone level. The growth was allocated using traffic zone employment growth rates developed for the *Integrated Servicing Study* (ISS). When initially applied to the 2001 employment estimates and projected twenty-five years to 2026, the resulting 2026 employment projections totaled approximately 235,000. These results fall within the Control Scenario and Scenario 1 (Conservative) forecasts of the *Energy Report*. As a result, an

additional growth factor was consistently applied to the ISS growth rates to achieve a 2026 employment forecast that fell between the Intermediate and Rapid Scenarios. The added growth factor applied to all traffic zones forecasts was an average annual growth rate of 0.6%, resulting in a 2026 employment forecast of 275,000. These forecasts are shown in Table 7-2 for both the imminent (2006) and long-term (2026) time period.

**Table 7-2: HRM Imminent (2006) and Long-term (2026) Employment Forecast**

<b>Subarea</b>	<b>2001 Employment Estimate</b>	<b>2006 Employment Forecast</b>	<b>% of HRM Total</b>	<b>2026 Employment Forecast</b>	<b>% of HRM Total</b>
Urban Core	102,200	109,300	55%	140,400	51%
Suburban	62,200	69,000	35%	99,000	36%
Rural Commutershed West	5,200	6,200	3%	10,400	4%
Rural Commutershed East	10,400	12,500	6%	22,200	8%
Rural	2,400	2,500	1%	2,900	1%
<b>HRM Total</b>	<b>182,400</b>	<b>199,500</b>	<b>100%</b>	<b>275,000</b>	<b>100%</b>

Source: HRM Planning Services

## 8.0 Modal Share Journey-to-Work Characteristics

### 8.1 Commute Trip Origin-Destinations

Table 8-1 provides the place-of-residence to place-of-work trips by subarea for the 2001 Census Journey-to-Work data. The data shows that 56% of work destination trips are in the Urban Core, down from 63% in 1996, and 51% of all trips originate in the Suburban area, an increase from 49% in 1996. The most prevalent origin to destination pair by subarea is the Suburban origin to Urban Core destination (27%) followed by Suburban origins to Suburban destinations (22%). In 1996, the second largest origin to destination pair by subarea was from the Urban Core to the Urban Core. These changes from 1996 to 2001 indicate a trend more trips originating and terminating in the Suburban area.

**Table 8-1: % Place of Residence to Place of Work Trips by Subarea**

Place- of- Residence (Origin)	Urban Core	Suburban	Rural Commutershed West	Rural Commutershed East	Rural	Total Origins
Urban Core	20%	6%	0%	0%	0%	<b>27%</b>
Suburban	27%	22%	1%	2%	0%	<b>51%</b>
Rural Commutershed West	5%	4%	1%	0%	0%	<b>11%</b>
Rural Commutershed East	4%	4%	1%	2%	0%	<b>10%</b>
Rural	0%	0%	0%	0%	1%	<b>1%</b>
<b>Total Destinations</b>	<b>56%</b>	<b>36%</b>	<b>2%</b>	<b>4%</b>	<b>1%</b>	<b>100%</b>

Source: Statistics Canada, 2001 Journey-to-Work Data, and HRM Planning Services

## 8.2 Mode Splits by Subarea

Mode splits represent the percent of home to work trips made by the employed labour force ages 15 and over, using a particular method of travel including vehicle driver, vehicle passenger, transit passenger, pedestrian, bicycle, or other. The Journey-to-Work modal splits for place of residence by subarea to all HRM work destinations are shown in *Table 8-2: % Journey to Work Trips by Subarea and Mode to all HRM Destinations*. Of particular note is the high walk mode split for Urban Core residents (30%), an increase from 26% in 1996, and public transit mode split at 15%. Changes in modal share data from 1996 to 2001 generally indicate that the driver share has *increased* for the Rural Commutershed areas, while it has *decreased* for the Urban Core. Only one change in mode share occurred in the Suburban area, this included the bike share which decreased from 2% to 0%. Overall HRM's driver modal share and walk modal share increased by 1%, while the public transit share decreased by 1%. There were no changes for the passenger and bike modal shares for HRM overall.

**Table 8-2: % Journey to Work Trips by Subarea and Mode to All HRM Destinations**

Place of Residence (Origin)	Driver	Passenger	Public Transit	Walked	Bicycle	Other
Urban Core	44%	7%	15%	30%	3%	1%
Suburban	73%	11%	11%	4%	0%	0%
Rural Commutershed West	86%	11%	1%	1%	0%	1%
Rural Commutershed East	86%	10%	2%	2%	0%	0%
Rural	81%	11%	0%	5%	0%	1%
<b>HRM</b>	<b>68%</b>	<b>10%</b>	<b>10%</b>	<b>11%</b>	<b>1%</b>	<b>0%</b>

Source: Statistics Canada, 2001 Journey-to-Work Data, and HRM Planning Services

Table 8-3 shows the Journey to Work Trips by Subarea and Mode to Destinations in the Capital District. The walk mode split for Urban Core residents was 41% (an increase from 34% in 1996), and the public transit

mode split was 16% (a decrease from 19% in 1996). Within the Capital District the overall modal splits for passengers, transit, and walking are significantly higher relative to the mode splits for all HRM destinations. These high mode splits for non-driver modes emphasize the importance of several factors:

1. A high concentration (density) of employees within designated areas, and,
2. A high level of accessibility from residential areas to place of employment (i.e., short walking distances, and good transit coverage)

**Table 8-3: % Journey to Work Trips by Subarea and Mode to Destinations in the Capital District**

Place of Residence (Origin)	Driver	Passenger	Public Transit	Walked	Bicycle	Other
Urban Core	32%	7%	16%	41%	4%	1%
Suburban	66%	12%	19%	1%	1%	0%
Rural Commutershed West	82%	14%	2%	0%	0%	0%
Rural Commutershed East	82%	12%	4%	1%	0%	1%
Rural	77%	23%	0%	0%	0%	0%
<b>HRM</b>	<b>55%</b>	<b>10%</b>	<b>15%</b>	<b>16%</b>	<b>2%</b>	<b>0%</b>

Source: Statistics Canada, 2001 Journey-to-Work Data, and HRM Planning Services

### 8.3 External Trips

Approximately 13,000 workers commuted into HRM on a daily basis in 2001. Most of these workers came from Hants County (59%), followed by Colchester and Lunenburg Counties, each at 12%, and Kings County with 7%. The modes by which these workers made their work trips are shown in Table 8-4.

**Table 8-4: % Journey to Work Trips by County to All HRM Destinations**

Place of Residence (County)	Driver	Passenger	Public Transit	Walked	Bicycle	Other
Colchester	89%	9%	2%	0%	0%	1%
Hants	88%	11%	1%	0%	0%	0%
Kings	89%	10%	1%	0%	0%	0%
Lunenburg	84%	14%	1%	0%	0%	1%
<b>Total Province</b>	<b>87%</b>	<b>11%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

Source: Statistics Canada, 2001 Journey-to-Work Data

### 8.4 Comparison of Modal Splits with other Canadian Cities

Table 8-5 compares HRM's modal shares to other metropolitan areas in Canada. (The mode splits marked in bold indicate the "best" modal split for each mode category.) Of all Canadian metropolitan areas (CMAs), Halifax tied for the highest walk modal share, had the third highest passenger modal share and was in the top five with the lowest driver modal share. This data indicates a high propensity (likeliness) for HRM residents to use non-driver methods of travel for journey to work trips relative to the rest of Canada's metropolitan areas. Comparing the data to 1996, most of the metropolitan areas experienced an increase of about 1% in driver

modal share, and a decrease in transit modal share (including HRM). Passenger, walk and bike modal shares had no changes.

**Table 8-5: % Journey to Work Trips by Metropolitan Area**

Metropolitan Area	Driver	Passenger	Public Transit	Walked	Bicycle	Other
Halifax (HRM)	68%	10%	10%	<b>11%</b>	1%	1%
Calgary	72%	7%	13%	6%	1%	1%
Montreal	66%	5%	22%	6%	1%	0%
Ottawa	<b>65%</b>	7%	19%	7%	2%	1%
St. John's	77%	<b>12%</b>	3%	6%	0%	1%
Saint John	77%	11%	4%	7%	0%	1%
Toronto	<b>65%</b>	6%	<b>22%</b>	5%	1%	0%
Vancouver	72%	7%	12%	7%	2%	1%
Victoria	67%	7%	10%	<b>11%</b>	<b>5%</b>	0%
Winnipeg	70%	8%	13%	6%	1%	1%
<b>All CMAs</b>	<b>71%</b>	<b>7%</b>	<b>15%</b>	<b>6%</b>	<b>1%</b>	<b>1%</b>

Source: Statistics Canada, 2001 Journey-to-Work Data, Census Metropolitan Areas.

### 8.5 Comparison of Average work trip distances with other Canadian Cities

Table 8-6 compares the median travel distance for 1996 and 2001 for the same metropolitan areas shown in Table 8-5. HRM had no change in median travel distance between 1996 and 2001, while the median travel distance for all CMAs increased from 7.0 to 7.2 km between 1996 and 2001.

**Table 8-6: Median Travel Distances to Work (1996 and 2001)**

Metropolitan Area	1996 Median Travel Distance (km)	1996 Commuters Pop	2001 Median Travel Distance (km)	2001 Commute Pop
Halifax (HRM)	6.3	150,000	6.3	155,000
Calgary	7.5	370,000	7.7	440,000
Montreal	8.2	1,400,000	7.9	1,400,000
Ottawa	7.8	440,000	7.8	490,000
St. John's	5.2	70,000	5.4	70,000
Saint John	7.5	50,000	7.0	50,000
Toronto	9.3	1,800,000	9.2	2,000,000
Vancouver	7.7	750,000	7.6	800,000
Victoria	<b>4.7</b>	130,000	<b>4.7</b>	125,000
Winnipeg	6.1	290,000	6.0	300,000
<b>All CMAs</b>	7.0	-	7.2	-

Source: Statistics Canada, 1996 and 2001 Census Nation Tables, Census Metropolitan Areas.

Table 8-7 provides the proportion of workers by category of distance traveled. Most of HRM's commute trips (41%) are less than five kilometres, followed closely by trips within the five to 14.9 kilometre category (40%).

**Table 8-7: Proportion of Workers by Distance Travelled (2001)**

Metropolitan Area	Less than 5 km	5 to 14.9 km	15 to 24.9 km	25 km or more
Halifax (HRM)	41%	40%	14%	6%
Calgary	32%	53%	10%	5%
Montreal	34%	41%	17%	8%
Ottawa-Hull	33%	44%	15%	8%
St. John's	47%	41%	8%	4%
Saint John	39%	32%	18%	11%
Toronto	29%	40%	18%	13%
Vancouver	35%	41%	16%	8%
Victoria	<b>52%</b>	34%	8%	5%
Winnipeg	41%	50%	5%	4%

Source: Statistics Canada, 2001 Census Nation Tables, Census Metropolitan Areas.