

## Who Comes to Work in Halton?

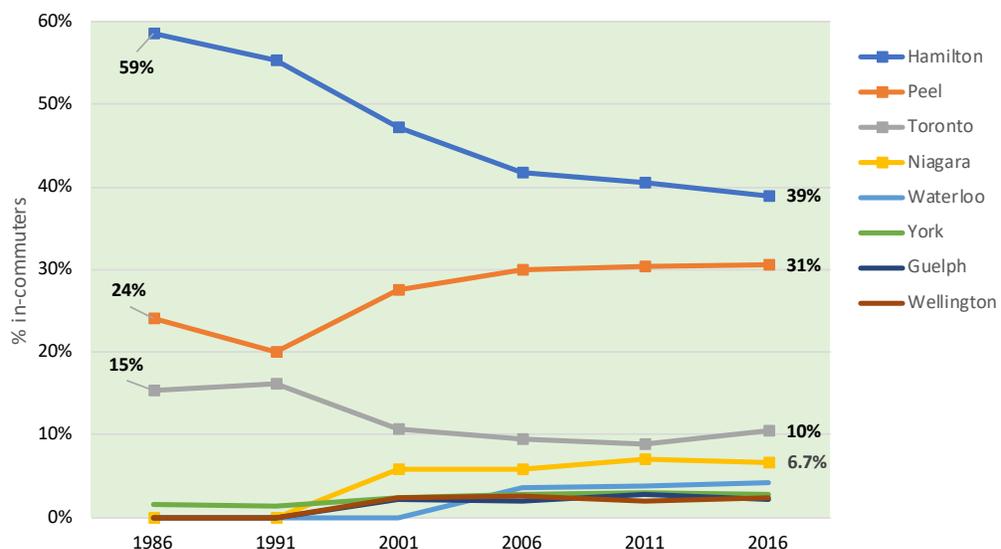
On an average work day, thousands of residents travel outside Halton to work (out-commuters) and at the same time, thousands of workers come to work in Halton (in-commuters). The commuting pattern reflects many factors at play such as housing availability and affordability, labour force and employment opportunities, family, and personal circumstances. This Community Lens takes a closer look at some of the characteristics of the in-commuters as captured by the 2016 Transportation Tomorrow Survey (TTS)<sup>1</sup>.

In 2016, over 115,000 residents travelled outside Halton to work and about 94,000 workers came to work in Halton. In other words, about 94,000 jobs in Halton are being filled by workers from outside Halton. Some of these workers might have been living outside Halton all the time and some might have moved away recently. Others might have found new employment opportunities in the region.

In fact, there are more workers coming to work in Halton from surrounding areas than workers who live and work in Halton. The number of in-commuters exceeds the number of workers living and working in Halton by about 3.5%.

In 1986, almost all (98%) in-commuters came from three regional municipalities such as Hamilton, Peel and Toronto. Over half (59%) were from the City of Hamilton followed by Peel Region at 24% and the City of Toronto at 15%. In 2016, the three municipalities remained the top generators/origins of in-commuters to Halton. However, collectively their share has dropped to 80%. Over one in five (20%) in-commuters came from municipalities such as Niagara, Waterloo, York, Guelph, and Durham.

**Proportion of in-commuters to Halton  
1986-2016**



Source: Transportation Tomorrow Survey, 1986-2016

<sup>1</sup> Data Management Group, University of Toronto, Transportation Tomorrow Survey, 2016

Peel Region is becoming a major source/origin of in-commuters to Halton. Between 1986 and 2016, the number of in-commuters from Peel has increased by over 320% compared to 120% for Hamilton and 127% for Toronto. Its share of in-commuters rose from 24% to 30% most likely at the expense of both Hamilton and Toronto. About 80% of the in-commuters worked in Burlington (40%) and Oakville (40%), 13% in Milton and 7% in Halton Hills.

What types of job are in-commuters holding in Halton? The table below lists the percentage of jobs in each of the four major occupation categories being filled by the outside workers. The TTS classifies occupation as follows:

- Retail Sales/Service – people involved in selling goods or services at either the wholesale or retail level. It includes most people working in stores, restaurants, banks, insurance companies, repair centres, health clubs and entertainment facilities
- Professional/Management/Technical – jobs that require a specialized education (e.g. a University degree in a particular field) or involve a substantial level of management responsibility.
- Manufacturing/Construction/Trades – non-office jobs that generally involve some degree of physical labour. It includes factory and warehouse employees, construction workers and associated trades people (e.g. plumbers, electricians), farming, agriculture, mining, forestry and food processing
- General Office/Clerical – persons who work in an office type environment but not in the professional/management/technical capacity

Over half of the manufacturing/construction jobs and professional/management/technical jobs in Halton are filled by in-commuters. For example, almost 65% of the jobs in the manufacturing/construction occupation in Halton are filled by workers from outside the region. Hamilton supplies almost 25% of the workers in that occupation and about 19% come from Peel Region.

Workers from Halton Region filled slightly over half of the jobs in the retail sales/service occupation and general office/clerical occupation respectively. The balance is filled by in-commuters.

Occupation	% jobs filled by in-commuters	Major origin			
		Hamilton	Peel	Toronto	Niagara
Retail Sales/Service	44.0%	18.9%	14.6%	2.7%	1.8%
Professional/Management/Technical	54.4%	17.1%	14.0%	7.2%	4.5%
Manufacturing/Construction	64.3%	24.7%	18.6%	5.4%	3.8%
General Office/Clerical	43.8%	18.5%	15.0%	3.3%	1.8%
<b>Total</b>	<b>52.4%</b>	<b>36.7%</b>	<b>28.9%</b>	<b>10.0%</b>	<b>6.4%</b>

*Source: 2016 Transportation Tomorrow Survey*



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