

RANCHLAND NO. 66

Mobility & Commuting Report

Table of Contents

Lived Here 1 Year Ago	4
Lived Here 5 Years Ago	5
Place of Work Status	6
Commute Destination	7
Main Mode of Commuting	8
Commute Duration	9
Time Leaving for Work	10

Executive Summary

Ranchland No. 66 shows a small and highly concentrated mobility and commuting profile in 2021, with most measured patterns clustered in a narrow set of categories rather than spread across many forms of movement. Over the short term, the population was dominated by residents who had lived in the same place a year earlier, although that group was smaller than in 2016 and intraprovincial arrivals recorded over the previous year had fallen to none. Over the longer five-year view, the picture shifts: residents who had lived elsewhere in the province became the largest group, while the number of longer-term non-movers declined sharply. Across both timeframes, other migration categories remained absent in the data, leaving a profile shaped less by varied inflows than by a limited number of internal provincial movements.

Work and commuting patterns are just as narrow. Working at home remained the largest place-of-work category in 2021, but it declined from 2016, while having a usual place of work increased and no fixed workplace disappeared. That points to a labour pattern that stayed centered on home-based work but became somewhat less weighted toward flexible arrangements than before. Commuting itself was concentrated in a single destination pattern, with residents travelling to a different census subdivision and census division within the province, and no recorded commuting within the local area or to another province. The mode of travel was even more uniform: every recorded commuter drove a car, truck, or van, with no use of public transit, walking, cycling, or passenger travel shown in either year.

The timing and duration of travel also became more compressed. By 2021, recorded commute times were limited to the shortest duration band, while the mid-length trips present in 2016 had fallen away. Departure times became less concentrated in the standard morning peak as well, with the earlier 7 a.m. surge reduced and a split emerging between that hour and the 12 p.m. to 4:59 a.m. band. The result is a location whose recorded patterns are highly selective and stable in form, with internal provincial mobility, home-based or fixed-location work, and car travel defining much of the observed profile.

Lived Here 1 Year Ago

Ranchland No. 66’s largest group was non-movers at 75 people in 2021, down 28.6% from 105 in 2016. Intraprovincial migrants fell to zero from 20, while other mobility groups remained at zero.

Ranchland No. 66’s recent mobility profile in 2021 is defined by a clear concentration of residents who were already living there a year earlier. Non-movers were the largest group at 75 people, while intraprovincial migrants were the only other group with a recorded count in the earlier period, at 20 people in 2016 and 0 in 2021. The other mobility categories remained at 0 in both years: non-migrants, external migrants, and interprovincial migrants. The main change over five years was the drop in

non-movers, down 28.6% from 105 in 2016 to 75 in 2021. Intraprovincial migrants fell by 100.0%, from 20 to none. That leaves the 2021 pattern much more concentrated in one group than before. Read together, the figures suggest lower short-term population churn in 2021 than in 2016, with movement into the area showing less presence in the recorded categories. The dataset points to a smaller and less varied mobility mix, rather than a broad range of recent arrivals.

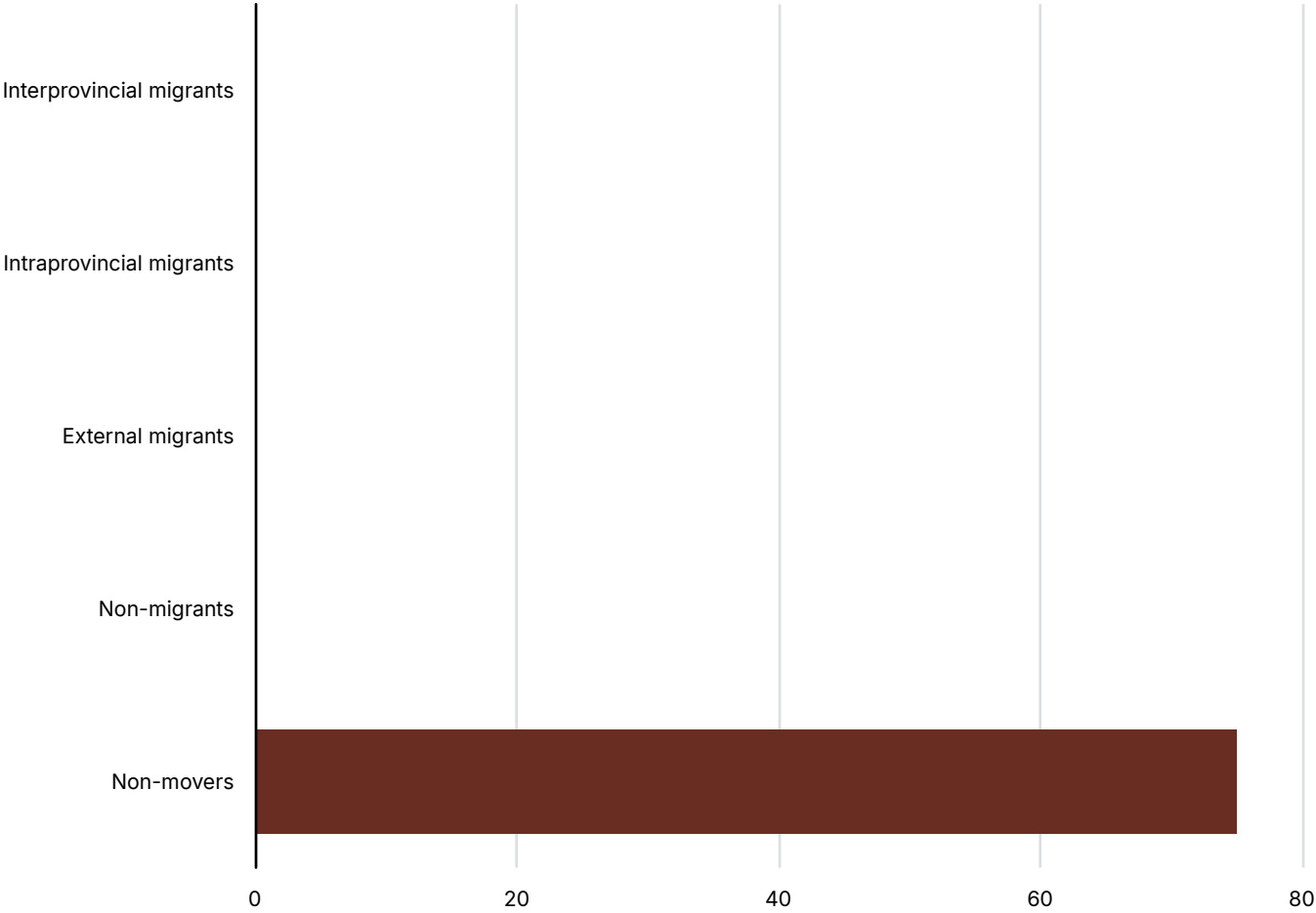


Figure 1.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Ranchland No. 66, 2021)¹

Lived Here 5 Years Ago

In Ranchland No. 66, intraprovincial migrants were the largest group in 2021 at 45 people, up 50.0% from 2016. Non-movers fell to 35 people, down 58.8% over the same period.

In Ranchland No. 66, the 2021 mobility picture is led by people who lived elsewhere in the province five years earlier. Intraprovincial migrants are the largest group at 45 people, while non-movers account for 35 people. No residents are shown as non-migrants, external migrants, or interprovincial migrants. The shift from 2016 to 2021 is concentrated in those two groups. Non-movers fell from 85 to 35 people, a 58.8% decline over five years. Intraprovincial migrants moved in the opposite direction, rising from 30 to 45 people, a 50.0% increase. That pattern

leaves the location with a smaller base of long-term residents and a larger share of residents who were living elsewhere in the province five years ago. With all other migration categories at zero in both years, the change is narrowly focused rather than broad-based. The data points to a local population that became more mobile between 2016 and 2021, with movement within the province shaping the current composition more than any other form of migration.

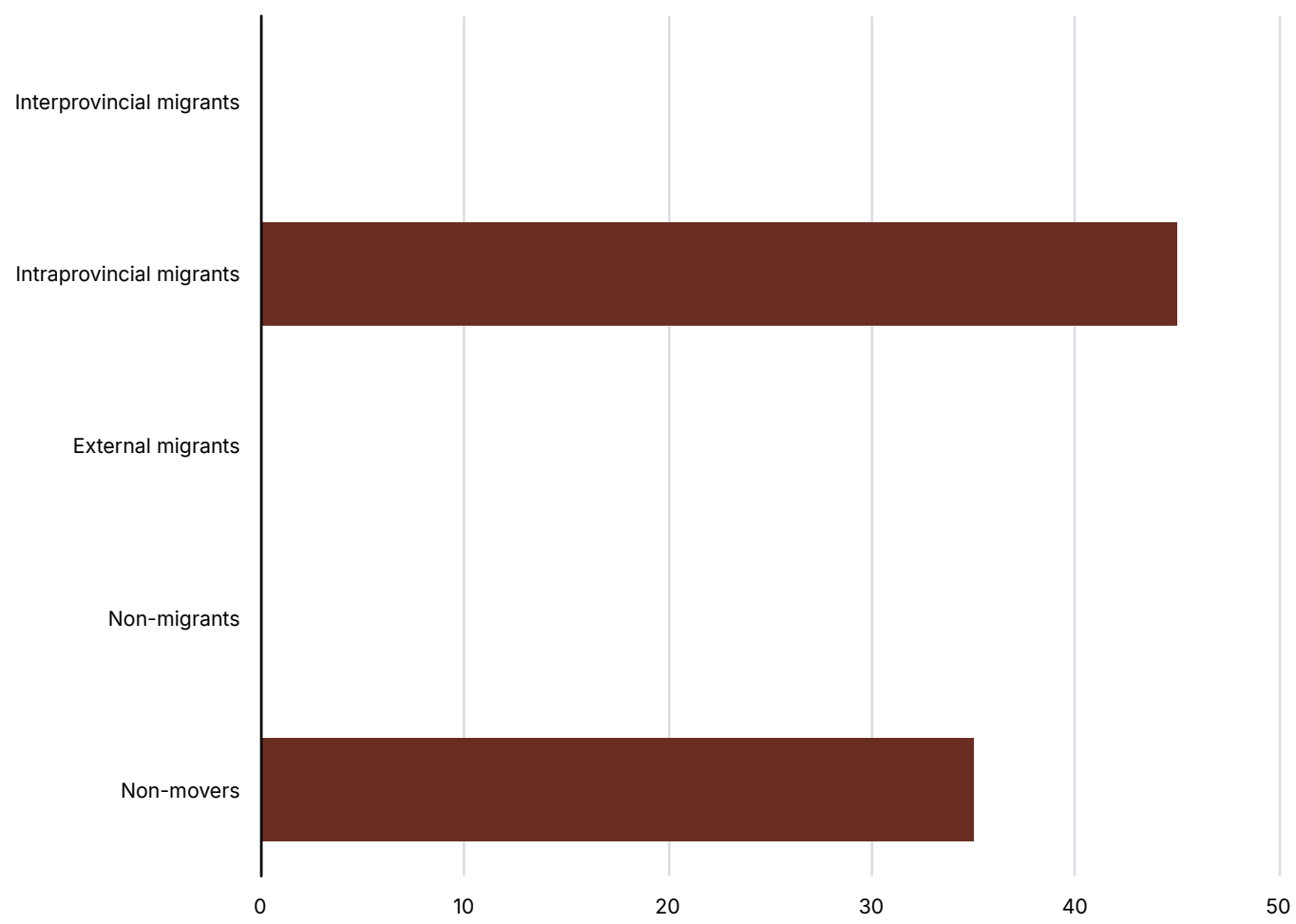


Figure 2.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Ranchland No. 66, 2021)¹

Place of Work Status

Worked at home remained the largest group in Ranchland No. 66 in 2021 with 25 people, down 28.6% from 2016. Usual place of work doubled to 20, while no fixed workplace fell to zero.

In Ranchland No. 66, the 2021 place-of-work pattern was centered on working at home, with 25 employed people aged 15 and over in that category. Usual place of work was the next largest group at 20 people, while no fixed workplace address had dropped to zero. Worked outside Canada also remained at zero. This contrasts with 2016, when 35 people worked at home, 15 had no fixed workplace address, and 10 had a usual place

of work. Over the five-year period, working at home declined by 28.6%, while usual place of work doubled from 10 to 20 people. The no fixed workplace category fell 100.0% to zero. Overall, the shift points to a more concentrated work pattern in 2021, with fewer people in flexible or mobile arrangements and more tied to a usual workplace. Home-based work remained the largest category, but its lead narrowed.

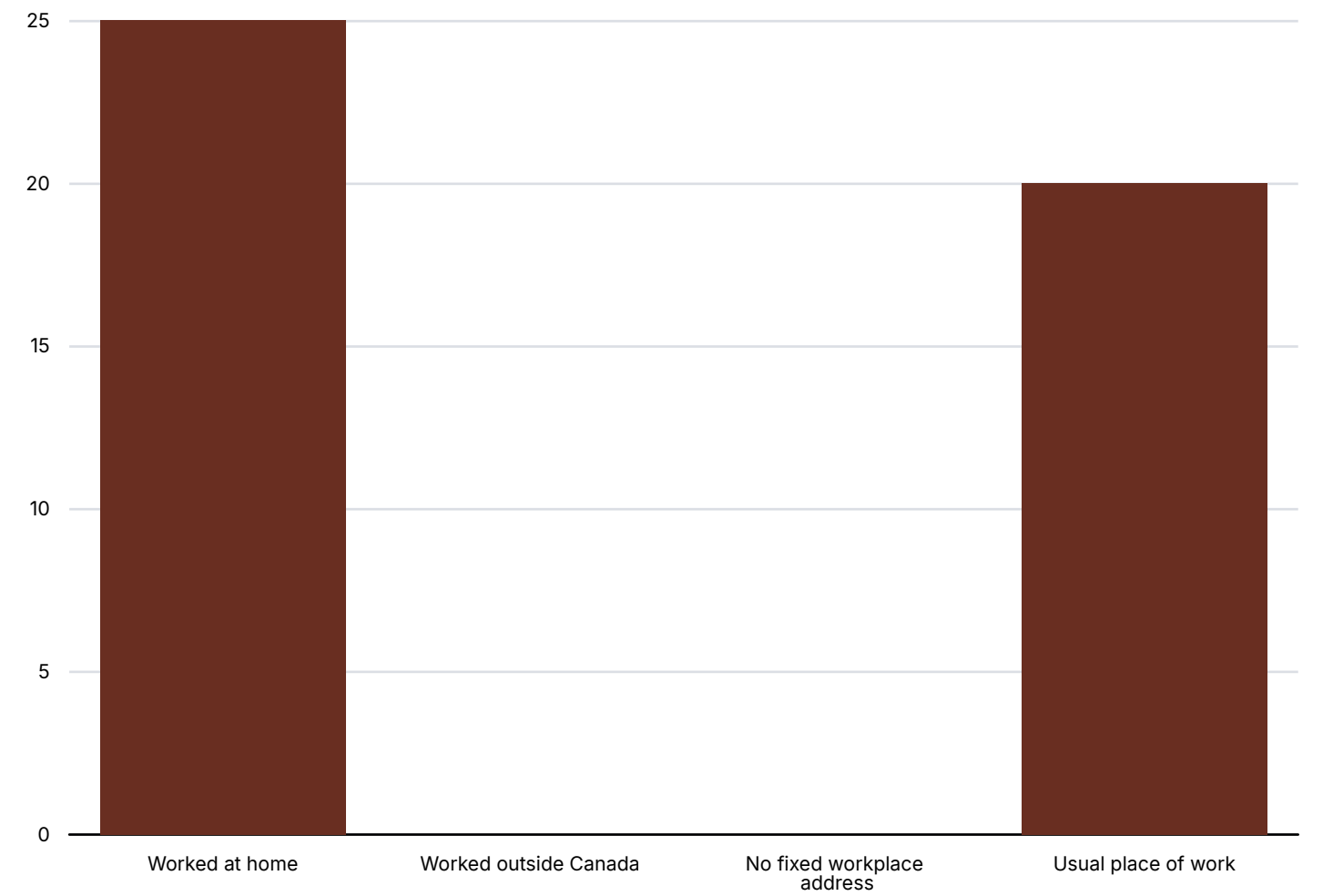


Figure 3.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Ranchland No. 66, 2021)¹

Commute Destination

In 2021, the largest commuting group in Ranchland No. 66 travelled to a different census subdivision and census division within the province, 25 people. That group rose 66.7% from 15 in 2016.

In Ranchland No. 66, commuting is concentrated in one destination pattern: residents who travel to a different census subdivision and census division within the same province or territory. In 2021, this group numbered 25 people, up from 15 in 2016, a 66.7% increase over five years. The other measured commuting destinations were all recorded at 0 people in both years, including commuting within the same census subdivision, commuting to a different census subdivision within the

same census division, and commuting to a different province or territory. That narrow distribution suggests a very limited commuting mix in the observed employed labour force aged 15 and over with a usual place of work. The 2021 pattern is not broad-based growth across all commute types, but a shift that remains centered on a single out-of-area destination category. In practical terms, the data points to residents relying on travel beyond the immediate local area rather than within it.

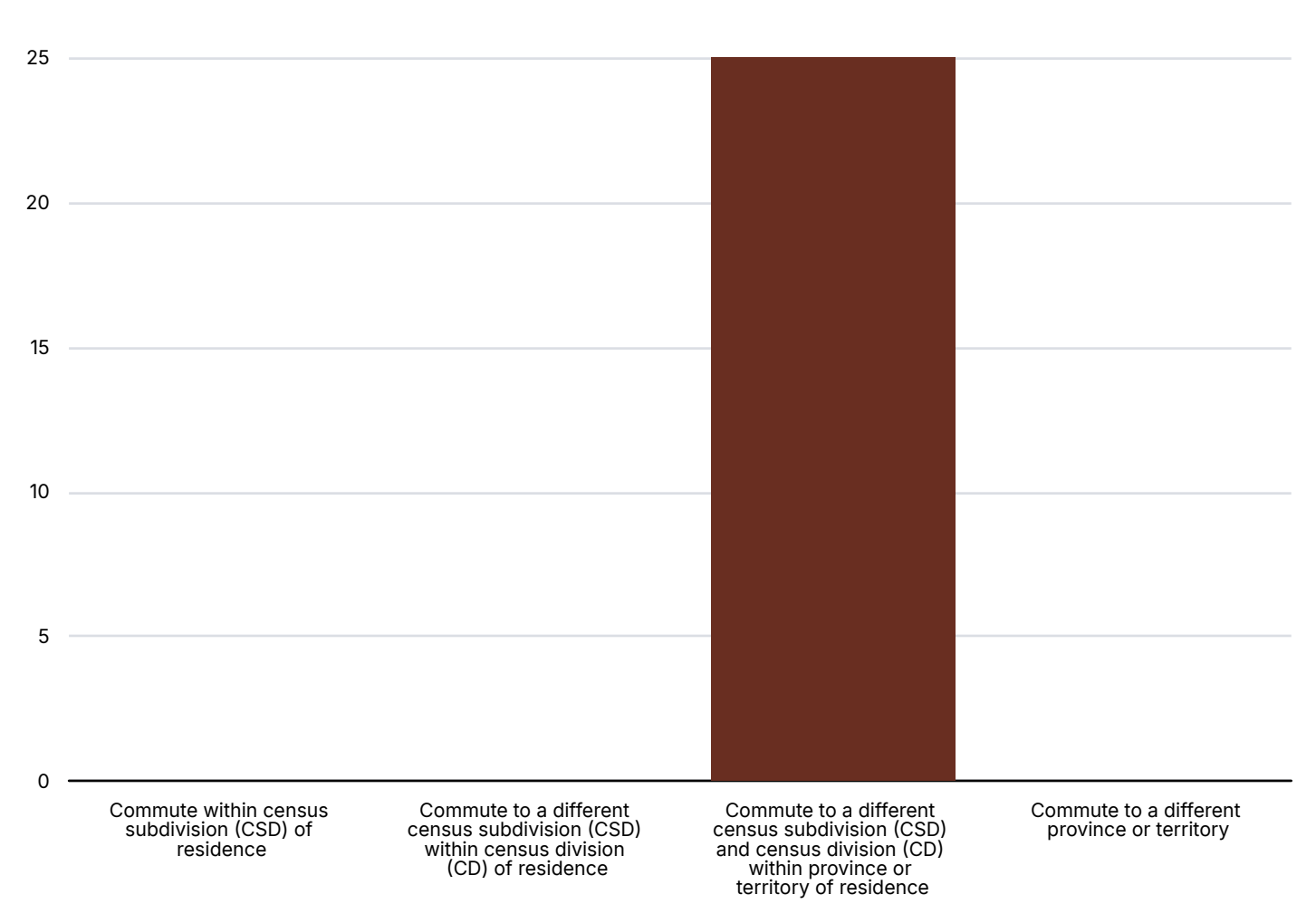


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Ranchland No. 66, 2021)¹

Main Mode of Commuting

Car, truck or van driving was the only commuting mode recorded in Ranchland No. 66, at 25 people in 2021. That count was unchanged from 2016, while all other modes were zero.

In Ranchland No. 66, commuting is entirely concentrated in one mode: driving a car, truck, or van. Among the employed labour force aged 15 years and over with a usual place of work or no fixed workplace address, 25 people used that method in both 2016 and 2021. Every other commuting mode recorded 0 people in both years, including being a passenger, public transit, walking, bicycling, and other methods. The 5-year change for drivers was 0.0, so the dominant pattern did not shift over

the period. With no alternative modes showing any measured use, the commuting profile is highly uniform rather than mixed. The 2021 figure matches 2016 exactly, which suggests a stable pattern of travel to work within the available data. This leaves Ranchland No. 66 with a very narrow commuting structure in the dataset: driving accounts for all recorded commuting activity, and there is no evidence of diversification over time. Source: not provided in dataset.

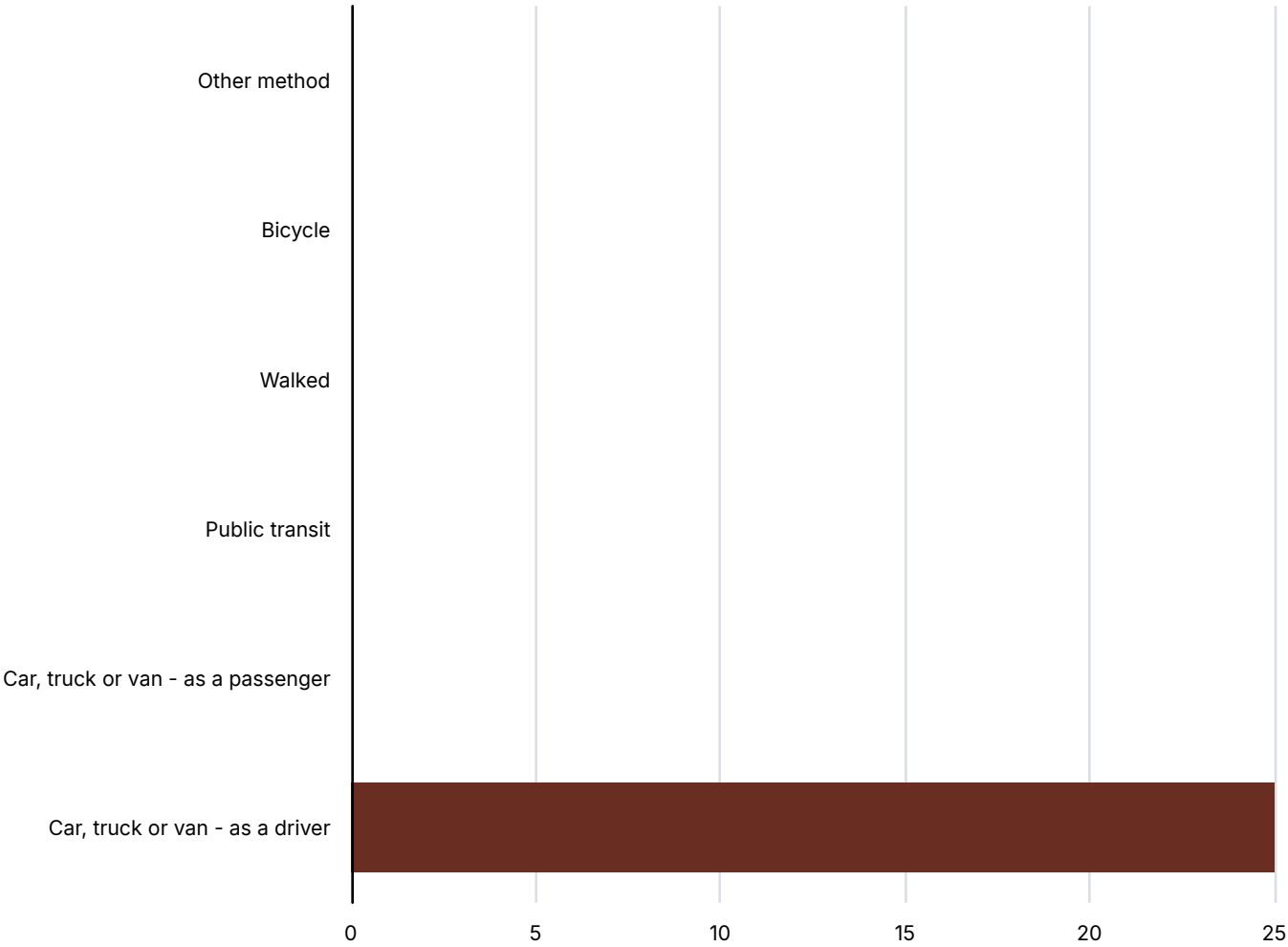


Figure 5.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Ranchland No. 66, 2021)¹

Commute Duration

Ranchland No. 66’s commute profile was concentrated in shorter trips in 2021, with 10 people commuting less than 15 minutes. The only other counted group was 30 to 44 minutes in 2016, also 10 people.

In Ranchland No. 66, commute duration in 2021 was concentrated entirely in the shortest trip category, with 10 people reporting a commute of less than 15 minutes. This was the largest group in the data, while all other commute bands were zero or effectively negligible. The 2021 profile shows 10 people in the less than 15 minutes group, and 0 in the 15 to 29 minutes, 30 to 44 minutes, 45 to 59 minutes, and 60 minutes and over groups. In 2016, the same location recorded 10 people in less

than 15 minutes, 10 in 30 to 44 minutes, and 10 in 45 to 59 minutes, with the remaining categories at zero. Compared with 2016, the shortest commute group remained unchanged, but the two mid-length commute groups fell to zero by 2021. The five-year change confirms this shift, showing no change in the shortest category and a 100.0% decline in both mid-range categories.

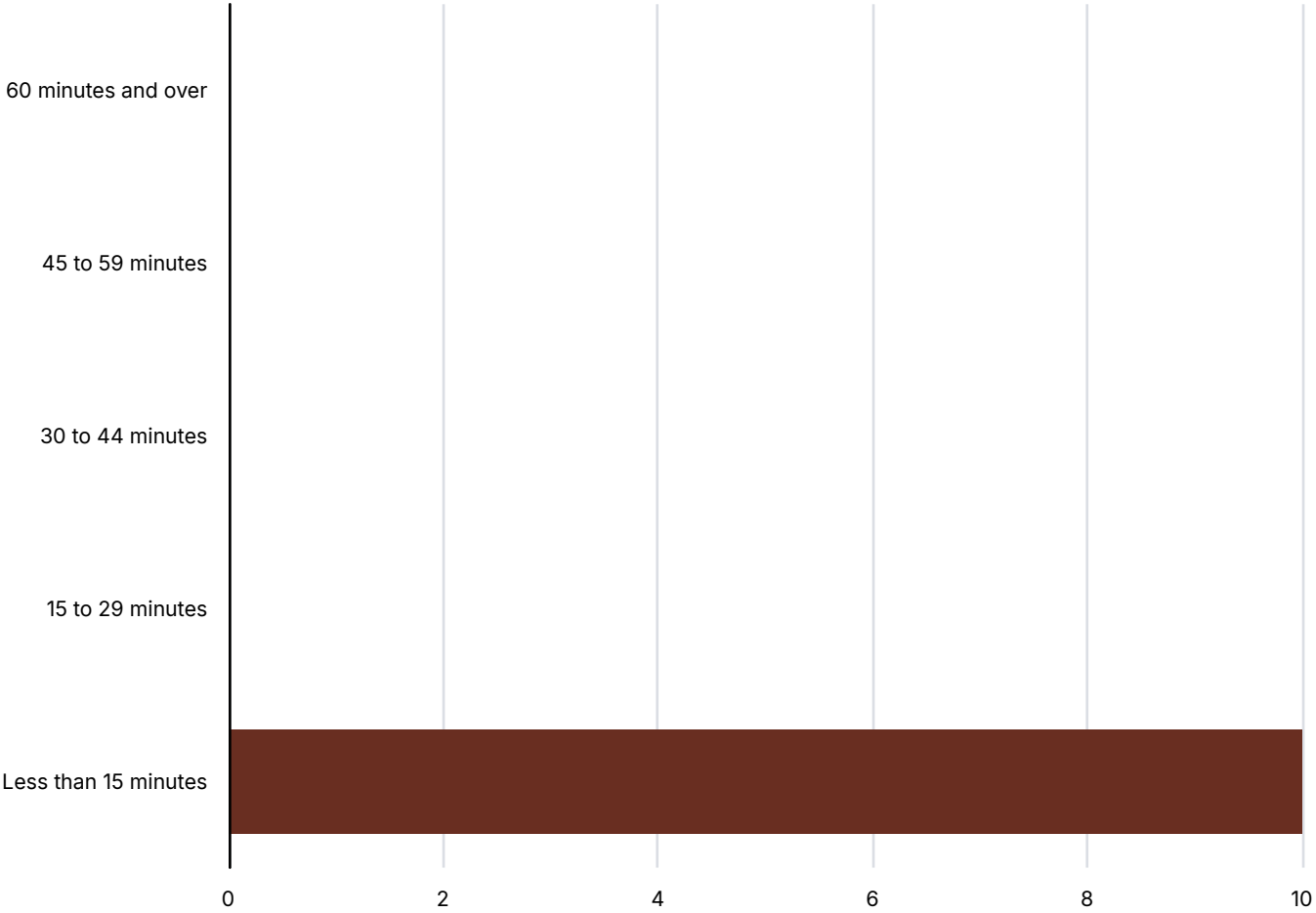


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Ranchland No. 66, 2021)¹

Time Leaving for Work

Ranchland No. 66’s commuting pattern shifted by 2021, with 10 people leaving between 12 p.m. and 4:59 a.m. and 10 between 7 a.m. and 7:59 a.m. In 2016, 20 left in that earlier morning hour.

Ranchland No. 66 had a highly concentrated commute-start pattern in 2021, with most departures clustered in a narrow morning window. The largest group left between 7 a.m. and 7:59 a.m., while another smaller group departed between 12 p.m. and 4:59 a.m. Other time bands were either empty or very small. In 2021, 10 people left between 7 a.m. and 7:59 a.m., and 10 left between 12 p.m. and 4:59 a.m. No one was reported in the 5

a.m. to 6:59 a.m. or 9 a.m. to 11:59 a.m. bands, and the 8 a.m. to 8:59 a.m. group fell to zero. By comparison, in 2016 the 7 a.m. band had 20 people and the 8 a.m. band had 10. Compared with 2016, the 7 a.m. group was cut in half and the 8 a.m. group disappeared entirely, leaving 2021 with a flatter profile and less concentration in the usual morning peak.

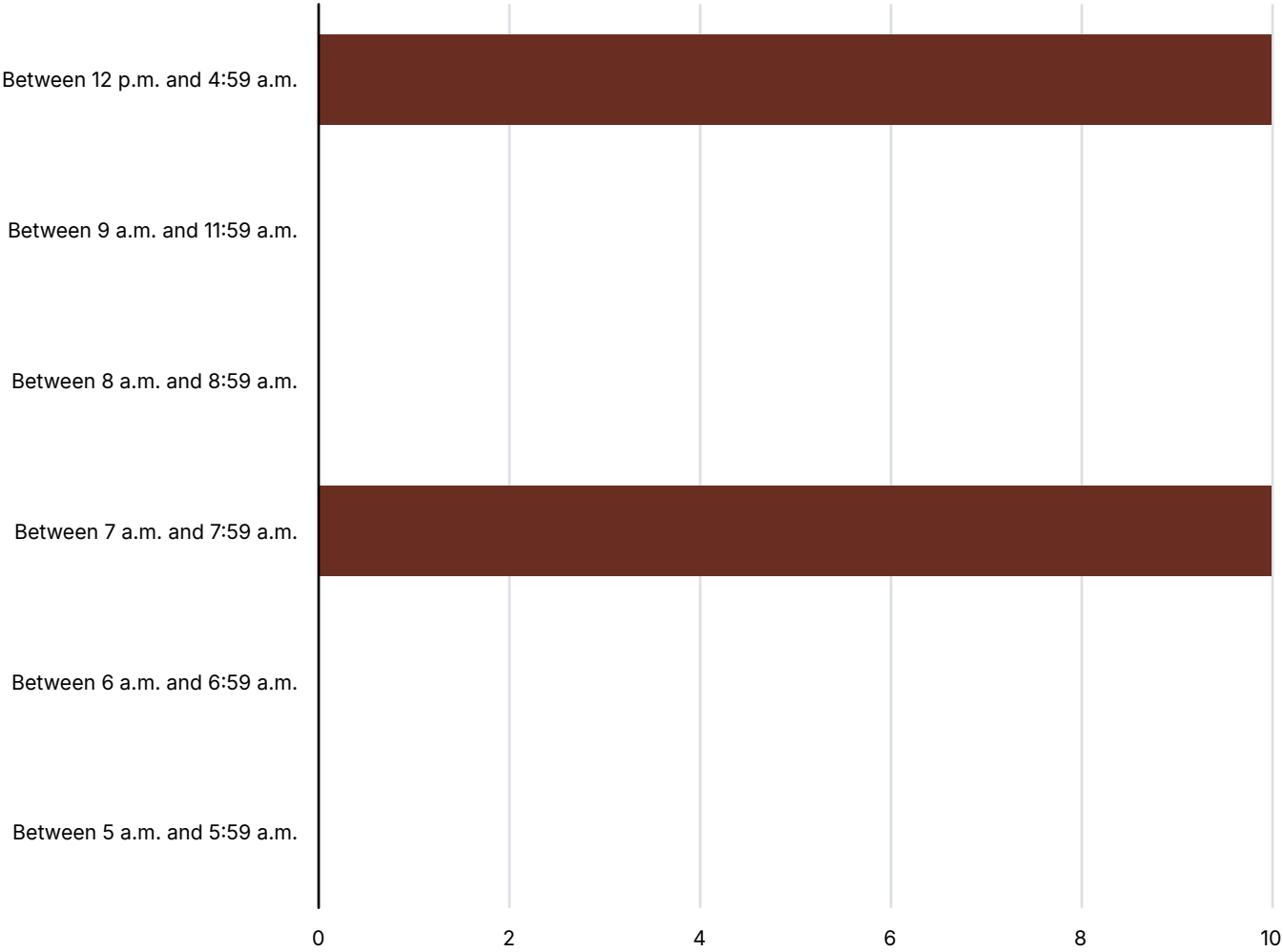


Figure 7.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Ranchland No. 66, 2021)¹

Data Sources

1. Statistics Canada, Census Profile. Published in Dec 15, 2022.

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