



NANTON

Mobility & Commuting Report

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Executive Summary

Nanton's 2021 labour and mobility profile combines a settled population with increasingly varied work patterns. Most employed residents still worked at a usual place of work, and most residents had also lived in the town one year earlier, indicating a strong degree of day to day and short term stability. At the same time, the picture was not static. Working from home rose sharply over five years, and the number of people with no fixed workplace address also increased, suggesting that employment was becoming less tied to a single on-site location even though conventional workplaces still anchored the local labour force.

Population movement shows a similar mix of continuity and change. Over one year, Nanton remained dominated by non-movers, with movement occurring mainly from elsewhere in Alberta rather than from outside the province. Over five years, stability was still visible in the large number of residents who had not moved, but in-migration became more pronounced. The strongest gains came from people arriving from within Alberta, alongside a sharp rise in interprovincial migrants from a small base. Commuting patterns also suggest that Nanton is neither fully self-contained nor defined by long-distance travel alone. The largest flow remained within the town, but a substantial number of workers travelled to other parts of Alberta, pointing to labour market links that extend beyond the local area. Daily travel was centered on the morning, especially the 7 a.m. hour, while departure times otherwise showed no single clear shift.

Travel behaviour remained firmly car-oriented. Driving was by far the dominant mode of commuting, while walking, passenger travel, cycling, and other methods accounted for much smaller shares, and public transit was absent. Commute times were weighted toward short trips, with less than 15 minutes remaining the most common duration, yet longer journeys were also present in meaningful numbers. That combination of short local travel, regional commuting links, and more flexible work arrangements leaves Nanton with a profile marked by local rootedness, modest in-migration, and a workforce that is still grounded in place but less uniform in how and where work is carried out.

Place of Work Status

In Nanton, usual place of work remained the largest group at 685 people in 2021, though down 10.5% from 2016. Worked at home rose to 170 people, up 126.7%.

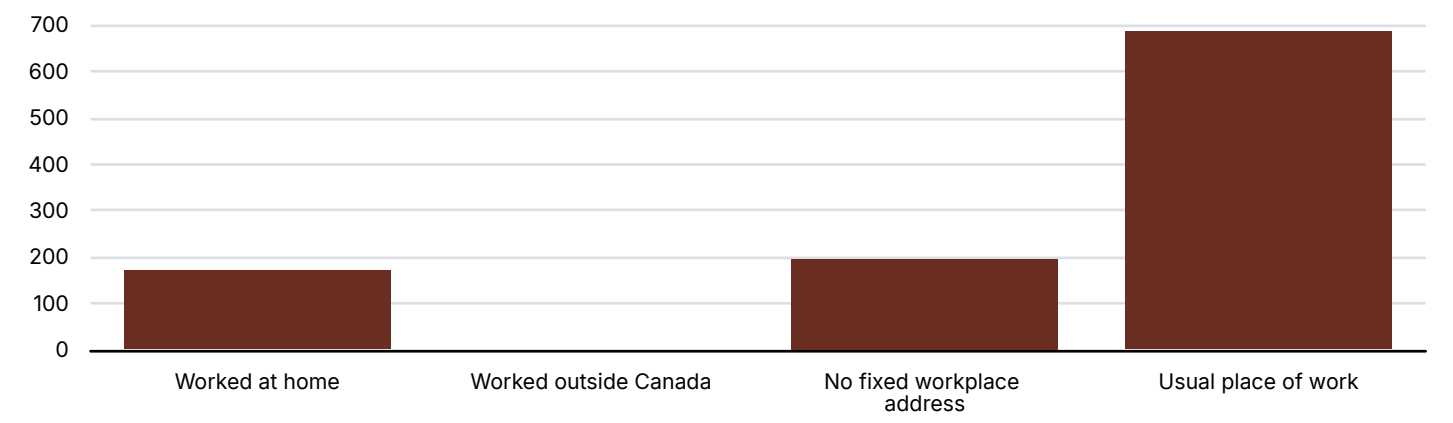


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Nanton, 2021)¹

In Nanton, the 2021 picture of place of work shows most employed residents with a usual workplace, alongside smaller home-based and mobile work patterns. Usual place of work accounted for 685 people and fell 10.5% over five years. No fixed workplace address included 195 people and rose 21.9%, while 170 people worked at home, up 126.7% from five years earlier. No one is recorded as working outside Canada. The pattern suggests a shift toward more flexible work arrangements within the local labour force.

In Nanton, most employed residents aged 15 and over reported a usual place of work in 2021, but commuting was not the only pattern. The town also had 195 people with no fixed workplace address and 170 who worked at home. The usual workplace category remained the largest at 685 people, even after a 10.5% five-year decline. By contrast, work from home rose 126.7%, while no fixed workplace address increased 21.9%. This mix suggests a work pattern with a strong on-site base alongside growing flexibility.



Figure 1.2: Distribution of Largest Group: Place Of Work Status - Usual place of work (Nanton)¹

Lived Here 1 Year Ago

Non-movers remained the largest group in Nanton at 1,810 people in 2021, up 0.3% from 2016. Intraprovincial migrants increased to 190, while interprovincial migrants fell from 15 to zero.

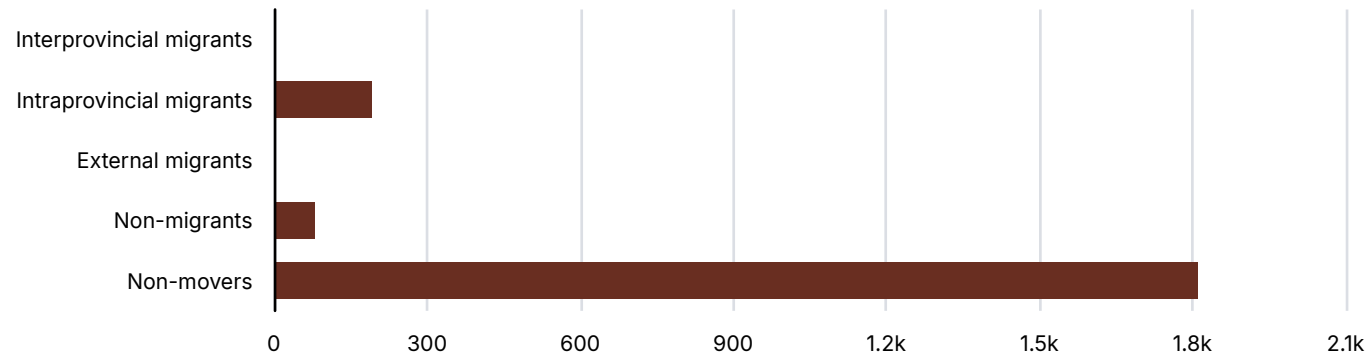


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Nanton, 2021)¹

In 2021, Nanton’s short-term mobility profile was dominated by residents who had also lived there one year earlier. The town counted 1,810 non-movers, alongside 190 intraprovincial migrants and 80 non-migrants. Movers from outside Alberta were not recorded, with both external migrants and interprovincial migrants at 0. The 5-year change was small for non-movers at 0.3%, but stronger for intraprovincial migrants at 31.0%. This points to a population that was relatively settled, while still seeing some movement within Alberta.

In 2021, Nanton’s short-term mobility profile was shaped mostly by residents who had already been in place one year earlier. Non-movers numbered 1,810 people, while intraprovincial migrants accounted for 190 and non-migrants for 80. Interprovincial migrants and external migrants were both recorded at zero. At the sublocation level, non-movers ranged from 270 to 835, while intraprovincial migrants ranged from 20 to 65. The pattern suggests limited turnover across the town, with movement largely occurring within Alberta rather than from outside the province.



Figure 2.2: Distribution of Largest Group: Mobility Status - Non-movers (Nanton)¹

Lived Here 5 Years Ago

Nanton's largest group was non-movers at 1,130 people in 2021, down 5.4% from 2016. Interprovincial migrants rose to 135, up 285.7%, while intraprovincial migrants increased to 555.

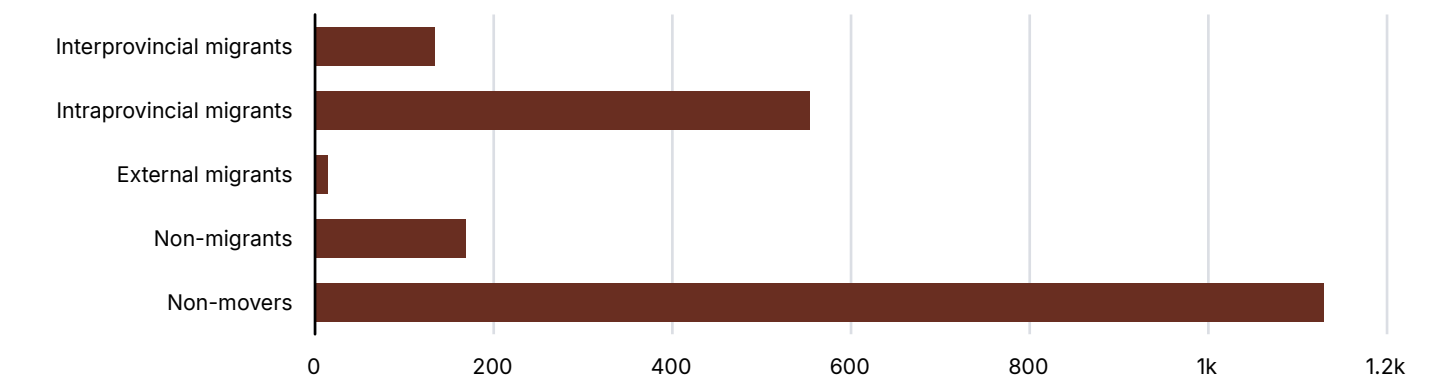


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Nanton, 2021)¹

In 2021, Nanton's five-year residence pattern showed a clear shift toward people who had moved within Alberta. The town counted 1,130 non-movers, down 5.4% from five years earlier, alongside 170 non-migrants, down 34.6%, and 15 external migrants, down 40.0%. By contrast, intraprovincial migrants rose to 555, up 38.8%, and interprovincial migrants reached 135, up 285.7%. The mix points to stronger recent inflows from elsewhere in Alberta and from other provinces than from outside Canada.

In 2021, Nanton's five-year mobility profile showed a mix of stability and in-migration. The largest group was non-movers at 1,130 people, while 555 residents had moved within Alberta and 135 had arrived from another province. Smaller numbers had lived elsewhere five years earlier: 170 were non-migrants and 15 were external migrants. Compared with five years earlier, interprovincial migrants rose sharply, suggesting stronger long-distance movement into the area.



Figure 3.2: Distribution of Largest Group: Mobility Status - Non-movers (Nanton)¹

Commute Destination

In Nanton, commuting within the census subdivision remained the largest pattern at 375 people in 2021, while commuting to a different census subdivision fell to 40, and inter-division commuting reached 260.

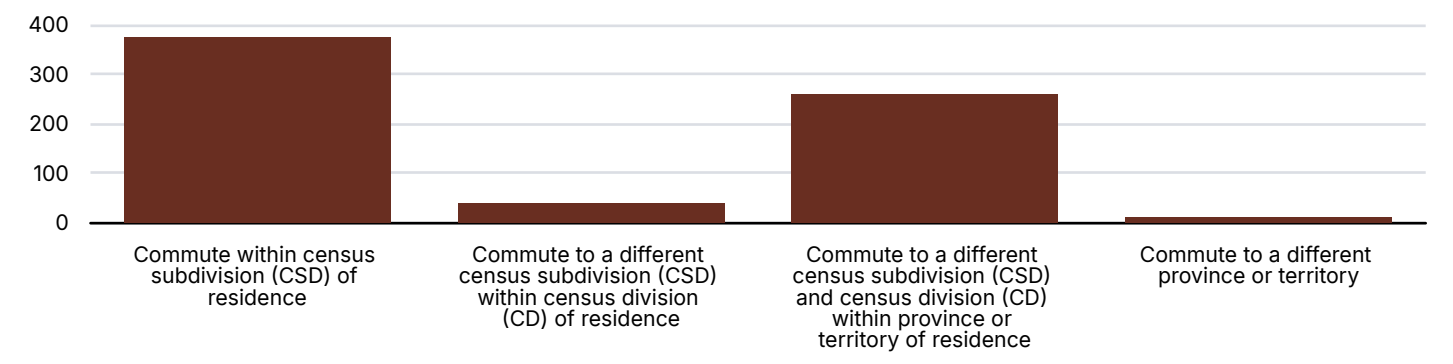


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Nanton, 2021)¹

In 2021, Nanton’s commuting pattern was still led by local work: 375 residents, or most of the employed labour force with a usual place of work, commuted within the same census subdivision. Longer-distance commuting was also present, with 260 people travelling to another census subdivision and census division within Alberta, while 40 commuted to a different census subdivision within the same census division and 10 went to another province or territory. The five-year changes point to softness in the shorter and mid-range commuting flows, down 1.3%, 42.9%, and 13.3% respectively, while cross-province commuting was unchanged.

In 2021, Nanton’s commuting pattern showed a clear local core, but not a fully closed labour market. Among employed residents with a usual place of work, 375 commuted within the census subdivision of residence, while 260 travelled to another part of Alberta outside their census division. A further 40 worked in a different census subdivision within the same census division, and 10 commuted to another province or territory. The balance suggests both local employment and wider regional links shape daily travel.



Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute within census subdivision (CSD) of residence (Nanton)¹

Time Leaving for Work

In Nanton, the largest commuting group left between 7 a.m. and 7:59 a.m., with 215 people in 2021, up 16.2% from 2016. The 6 a.m. hour fell to 165 people.

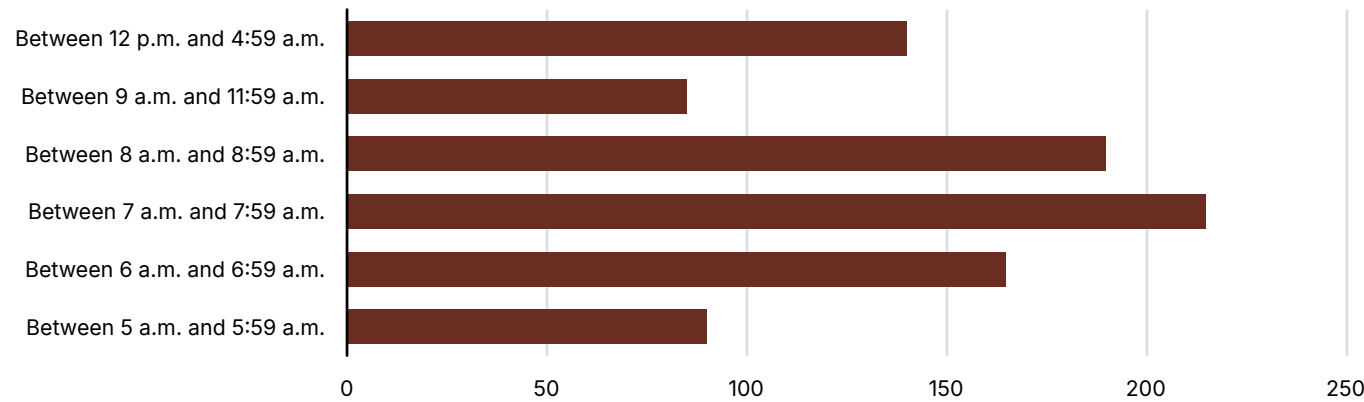


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Nanton, 2021)¹

In 2021, Nanton’s work departures were concentrated in the early morning, with the largest number leaving between 7 a.m. and 7:59 a.m. at 215 people. Another 190 left between 8 a.m. and 8:59 a.m., while 165 departed between 6 a.m. and 6:59 a.m. The 5-year change shows a mixed pattern, with the 7 a.m. hour up 16.2% and the 6 a.m. hour down 21.4%.

In Nanton, 2021 commuting departures were spread across the morning, with the busiest window between 7 a.m. and 7:59 a.m. for 215 people. The next largest groups left between 8 a.m. and 8:59 a.m. (190) and 6 a.m. and 6:59 a.m. (165). Fewer residents left very early, with 90 departing between 5 a.m. and 5:59 a.m. The later morning and midday periods were smaller: 85 left between 9 a.m. and 11:59 a.m., and 140 between 12 p.m. and 4:59 a.m. Five-year change was mixed, suggesting shifting timing rather than a single trend.



Figure 5.2: Distribution of Largest Group: Time Leaving Work - Between 7 a.m. and 7:59 a.m. (Nanton)¹

Commute Duration

In Nanton, the largest commuting group spent less than 15 minutes travelling, with 435 people in 2021, up 1.2% from 430 in 2016. The 45 to 59 minute group rose to 105 from 70.

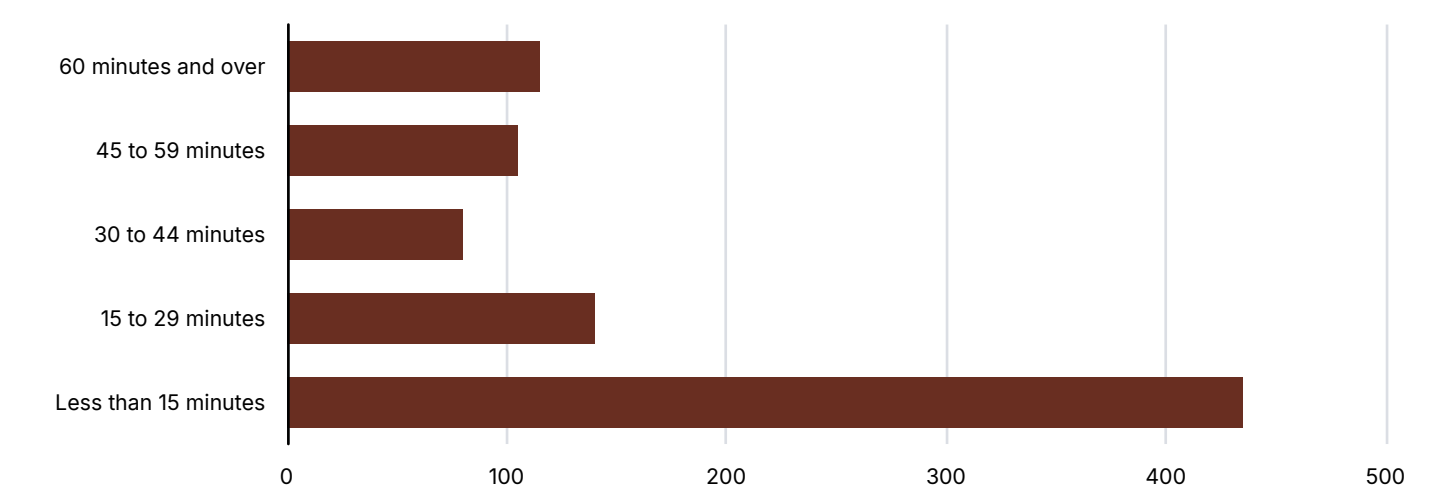
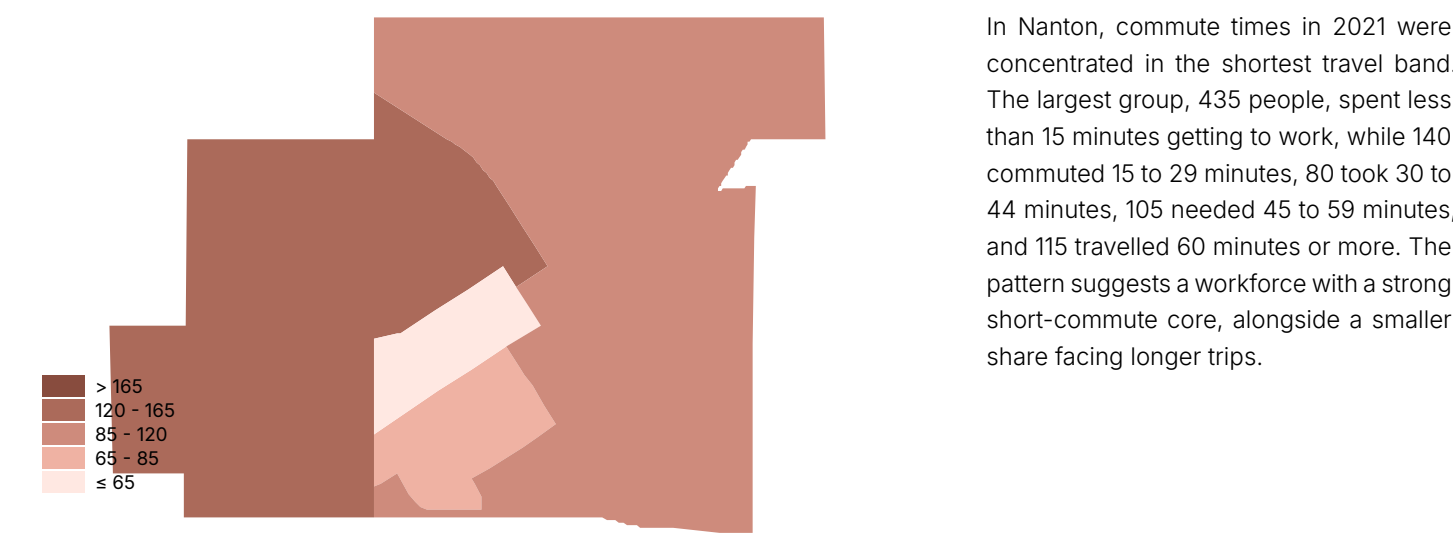


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Nanton, 2021)¹

In 2021, Nanton’s commute profile was weighted toward short trips, with 435 workers travelling less than 15 minutes. Longer commutes were less common, though not absent, suggesting a mixed pattern rather than a single dominant commute time. The next-largest groups were 60 minutes and over at 115 people, 45 to 59 minutes at 105, and 30 to 44 minutes at 80. The 15 to 29 minute category stood at 140, while less than 15 minutes showed only a 1.2% five-year increase. Taken together, the data show that short commutes remained the main pattern, even as some mid-length and long commute groups changed more sharply over five years.



In Nanton, commute times in 2021 were concentrated in the shortest travel band. The largest group, 435 people, spent less than 15 minutes getting to work, while 140 commuted 15 to 29 minutes, 80 took 30 to 44 minutes, 105 needed 45 to 59 minutes, and 115 travelled 60 minutes or more. The pattern suggests a workforce with a strong short-commute core, alongside a smaller share facing longer trips.

Figure 6.2: Distribution of Largest Group: Commuting Duration - Less than 15 minutes (Nanton)¹

Main Mode of Commuting

Driving remained the main commuting mode in Nanton, with 730 people in 2021, down 5.8% from 2016. Walking fell to 75, while passenger commuting dropped to 30 people, or 25%.

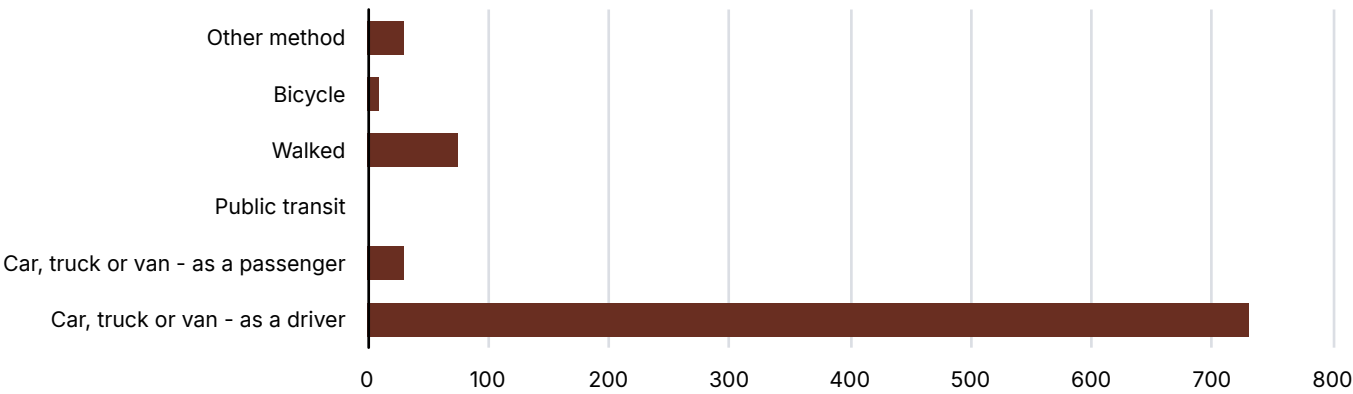


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Nanton, 2021)¹

In 2021, commuting in Nanton was dominated by driving. Among the employed labour force aged 15 and over with a usual place of work or no fixed workplace address, 730 people drove a car, truck or van, while 75 walked and 30 rode as passengers. Public transit recorded no commuters, bicycle use was 10 people, and 30 used another method. Compared with five years earlier, driving and walking were both down, especially passenger trips and walking.

In Nanton, commuting is strongly centered on driving. In 2021, 730 employed residents aged 15 and over usually travelled as car, truck or van drivers, far more than any other mode. Walking was the next most common at 75 people, while passenger travel accounted for 30 and “other method” for 30. Bicycle use was limited to 10 people and public transit registered none. Over five years, driver commuting fell 5.8%, while walking and passenger travel both declined 25%.



Figure 7.2: Distribution of Largest Group: Commuting Mode - Car, truck or van - as a driver (Nanton)¹

Data Sources

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

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