

STAVELY

Mobility & Commuting Report

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Executive Summary

Stavely's 2021 profile is defined by a mix of local stability and modest internal movement, alongside a work pattern centered on conventional commuting. Most residents had been living in the community a year earlier, and over a five-year horizon non-movers also remained the largest group. At the same time, movement within Alberta became more visible, especially over five years, while arrivals from outside the province were limited and external migration was absent. This leaves a picture of a small town with a settled population base that is still being reshaped at the margins by in-province mobility rather than by broader inflows.

Work patterns show both continuity and change. The largest share of employed residents worked at a usual place of work, and that group grew strongly from 2016, while working from home also increased from a smaller base. People with no fixed workplace became less common, suggesting a shift away from more mobile work arrangements even as home-based work expanded. Commuting itself appears to link Stavely to a wider nearby labour market rather than confining work entirely within town boundaries. The largest commuting flow was to another census subdivision within the same census division, with a smaller but still notable group working locally and a further group travelling elsewhere in Alberta. Departure times were concentrated in the early morning, especially between 6 a.m. and 8:59 a.m., reinforcing the sense of a fairly standard daily commute pattern.

Travel times and transportation modes add to that picture. Commutes were concentrated in short trips, with most workers reporting journeys under 30 minutes, while mid-length trips became less common and a smaller group still faced travel of an hour or more. Driving overwhelmingly dominated the trip to work, far outpacing every other mode, with walking present but secondary and public transit, cycling, and other methods absent in the recorded data. Taken as a whole, Stavely appears as a stable, car-oriented community whose residents are tied both to local jobs and to nearby centres, with recent change showing up more in work arrangements and within-Alberta mobility than in any broad shift in the town's underlying character.

Place of Work Status

Stavelly’s employed labour force aged 15 and over was most often at a usual workplace in 2021, with 175 people, up 59.1% from 2016. Worked at home rose to 40, while no fixed workplace fell to 25.

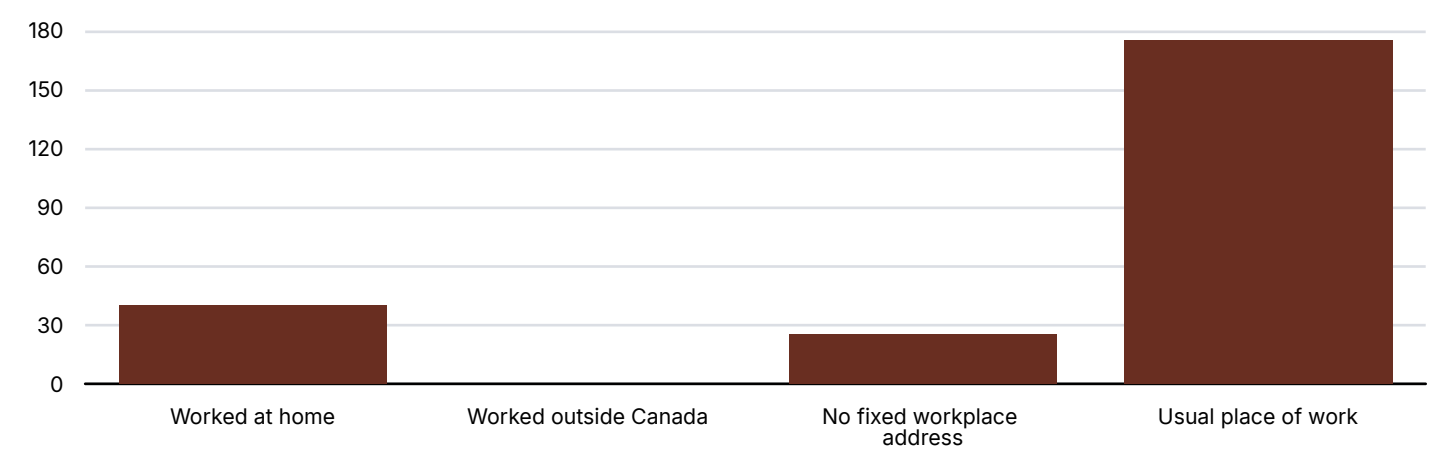
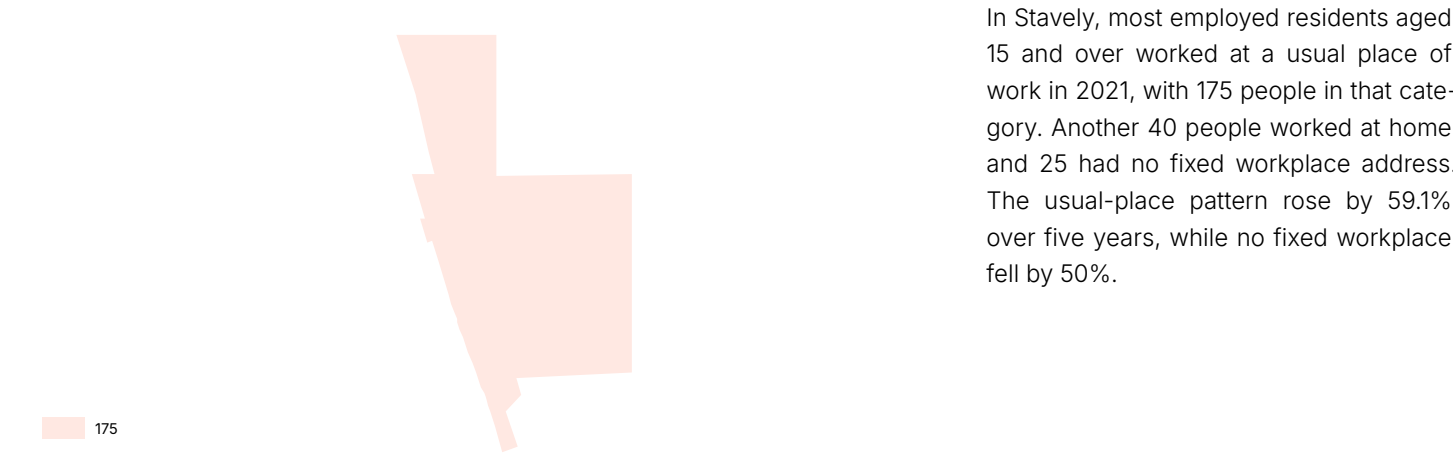


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Stavelly, 2021)¹

In Stavelly, work location patterns in 2021 were dominated by people who reported a usual place of work, alongside smaller home-based and mobile work segments among the employed labour force aged 15 years and over. The largest group was the 175 people with a usual place of work. Another 40 people worked at home, while 25 had no fixed workplace address. No one reported working outside Canada. The 5-year changes point to strong shifts: worked at home rose 60%, and usual-place work increased 59.1%. By contrast, no fixed workplace address fell 50%. This mix suggests that Stavelly’s work arrangement profile changed materially over the period, with growth in both home-based and usual workplace work.



In Stavelly, most employed residents aged 15 and over worked at a usual place of work in 2021, with 175 people in that category. Another 40 people worked at home and 25 had no fixed workplace address. The usual-place pattern rose by 59.1% over five years, while no fixed workplace fell by 50%.

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

Lived Here 1 Year Ago

Stavelly’s largest group remained non-movers at 440 people in 2021, down 4.4% from 2016. Intraprovincial migrants rose to 90 people, up 157.1%, while interprovincial migrants fell to zero.

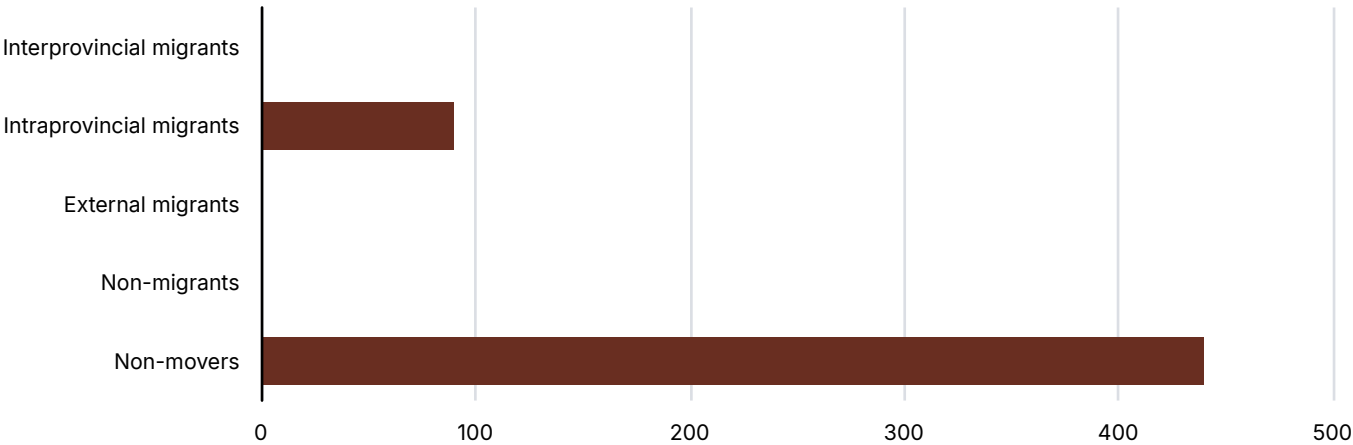
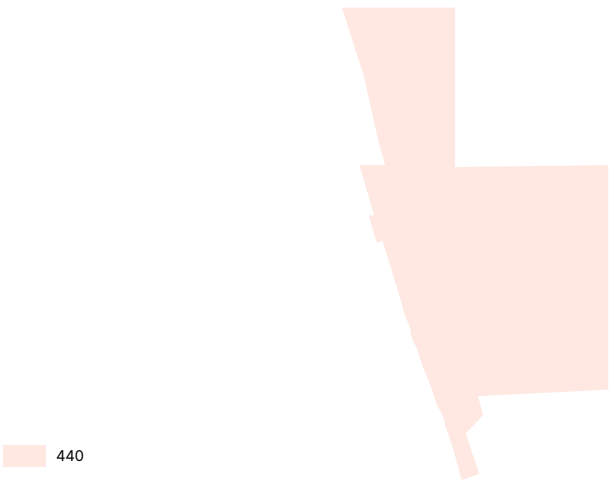


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Stavelly, 2021)¹

In 2021, Stavelly’s recent population mobility was concentrated in people who had already been living there a year earlier. The town counted 440 non-movers, alongside 90 intraprovincial migrants. No residents were recorded as non-migrants or external migrants, and interprovincial migrants were also zero. The five-year change points to shifting movement patterns rather than a broad change in size: non-movers were down 4.3%, while intraprovincial migrants rose 157.1%. With only these figures, the clearest pattern is a community with limited inflow from outside Alberta but some movement within the province.



In 2021, Stavelly’s recent residency pattern was dominated by people who had already been living there a year earlier. The town counted 440 non-movers, compared with 90 intraprovincial migrants. No non-migrants, external migrants, or interprovincial migrants were recorded. That mix points to limited short-term churn and movement largely coming from within Alberta rather than from outside the province. The five-year changes reinforce that pattern, with intraprovincial migrants up 157.1% and non-movers down 4.3%.

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

Lived Here 5 Years Ago

In Stavelly, non-movers were the largest group at 335 people in 2021, up 8.1% from 2016. Intraprovincial migrants doubled to 150, while interprovincial migrants fell to 20 and non-migrants to 15.

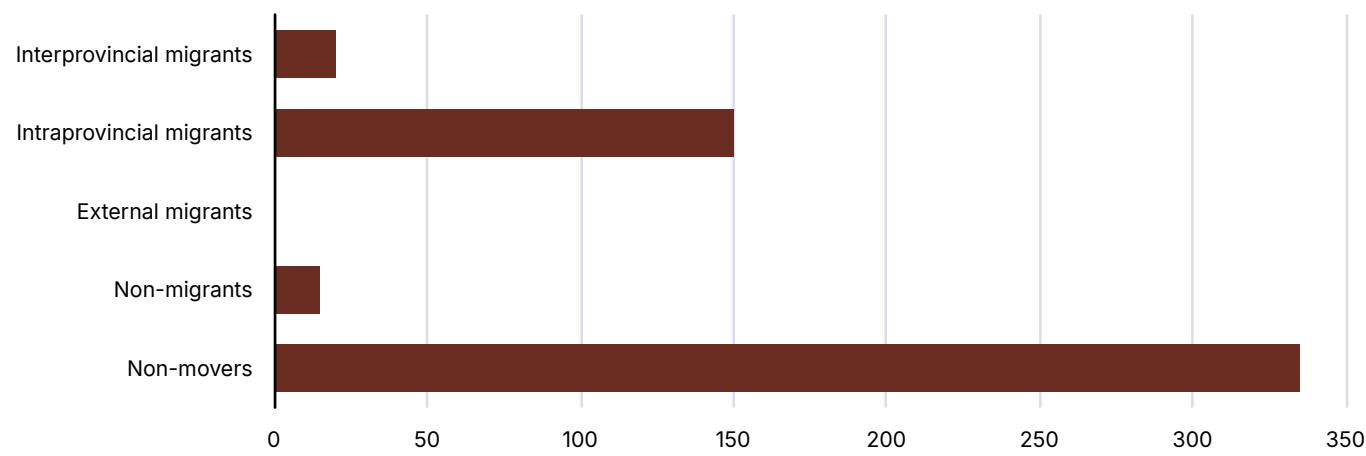
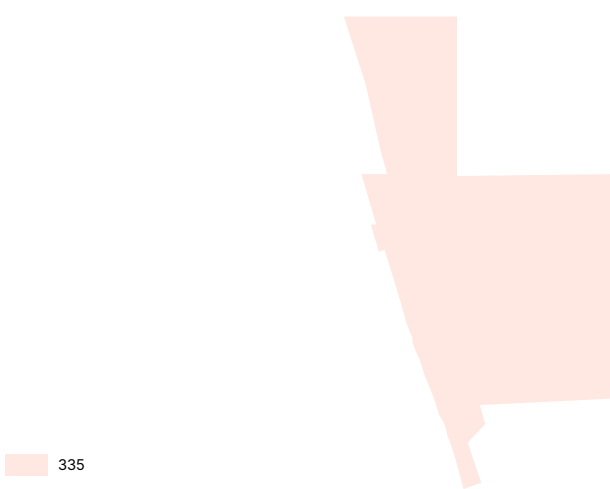


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Stavelly, 2021)¹

In Stavelly, the 2021 census shows a population with a fairly strong share of residents who were already living there five years earlier. There were 335 non-movers, up 8.1% from five years before, alongside 150 intraprovincial migrants, which doubled over the same period. Smaller groups were less prominent: 20 interprovincial migrants, down 71.4%, and 15 non-migrants, down 57.1%. External migrants were recorded at zero. The pattern suggests that longer-term continuity and moves within Alberta were more important than arrivals from outside the province.



In 2021, Stavelly’s five-year mobility profile was shaped by a large non-mover group and strong in-province movement. Among the total population, 335 people had lived in the same place five years earlier, while 150 were intraprovincial migrants and 20 came from another province. Only 15 were non-migrants, and external migrants were zero. The pattern points to stability alongside notable movement within Alberta, with little inflow from outside the province.

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

Commute Destination

In Stavely, commuting to a different census subdivision within the census division was the largest group at 95 people in 2021, up 58.3% from 2016. Commutes within the subdivision doubled to 50 people.

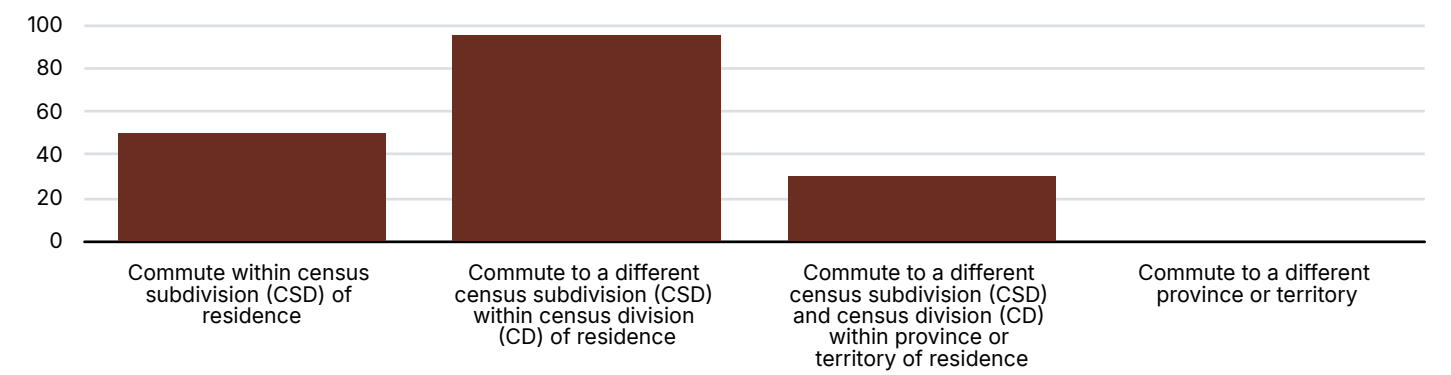


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Stavely, 2021)¹

In 2021, Stavely's commuting pattern showed a mix of local and regional work travel among the employed labour force aged 15 and over with a usual place of work. Fifty people worked within the census subdivision of residence, 95 commuted to another census subdivision within the same census division, and 30 travelled to a different census subdivision and census division within Alberta. No residents commuted to another province or territory. Over five years, commuting within the community doubled, while cross-division commuting was flat and intra-provincial commuting stayed unchanged.

Stavely's commuting pattern in 2021 shows a small but mixed local labour market. Among the employed labour force with a usual place of work, 50 people commuted within the census subdivision, while 95 travelled to another census subdivision within the same census division and 30 went farther within Alberta. No residents are shown commuting to another province or territory. The five-year change points to stronger local commuting within the community than for the broader cross-subdivision pattern, which was unchanged at 0 for the latter category.

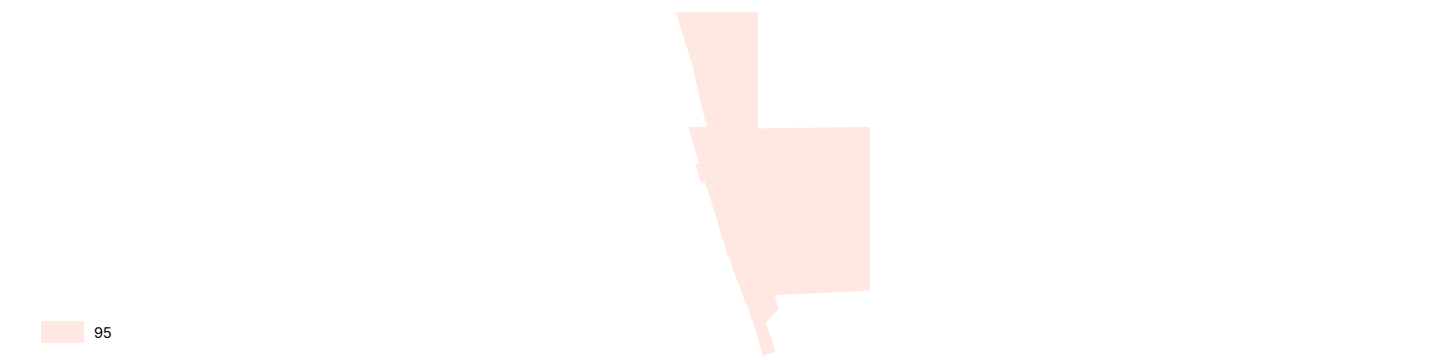


Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute to a different census subdivision (CSD) within census division (CD) of residence (Stavely)¹

Time Leaving for Work

Stavely’s largest commuting group left between 7 a.m. and 7:59 a.m., rising to 55 people in 2021 from 50 in 2016. The 12 p.m. to 4:59 a.m. group increased to 25 people from 10.

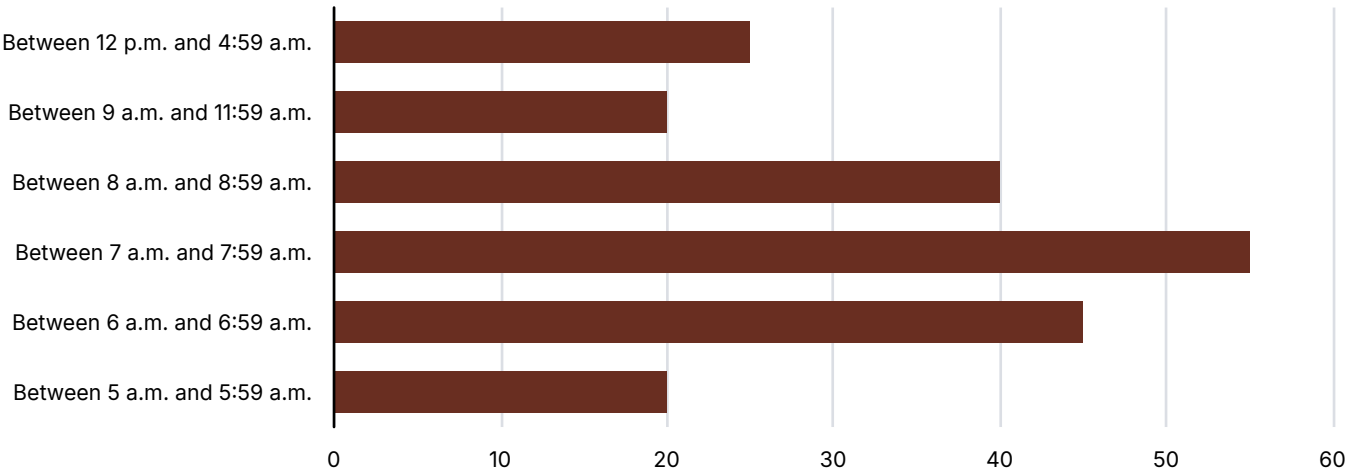


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Stavely, 2021)¹

In 2021, Stavely’s employed labour force with a usual place of work or no fixed workplace address showed a clear morning commute pattern. The largest share left between 7 a.m. and 7:59 a.m., with 55 people, followed by 45 people between 6 a.m. and 6:59 a.m. and 40 between 8 a.m. and 8:59 a.m. Earlier departures were smaller at 20 people between 5 a.m. and 5:59 a.m. and 20 between 9 a.m. and 11:59 a.m. A smaller group, 25 people, left between 12 p.m. and 4:59 a.m. The distribution suggests commuting is concentrated in the early morning hours.



In 2021, Stavely’s usual work departure times were concentrated in the morning, with the largest share leaving between 7 a.m. and 7:59 a.m. at 55 people. Another 45 left between 6 a.m. and 6:59 a.m., and 40 between 8 a.m. and 8:59 a.m. Earlier departures were smaller, with 20 people leaving between 5 a.m. and 5:59 a.m., and the same number leaving between 9 a.m. and 11:59 a.m. Afternoon departures accounted for 25 people.

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

Commute Duration

In Stavely, commutes were concentrated in shorter trips in 2021, led by 80 people under 15 minutes and 75 people at 15 to 29 minutes. The 45 to 59 minute group fell to zero.

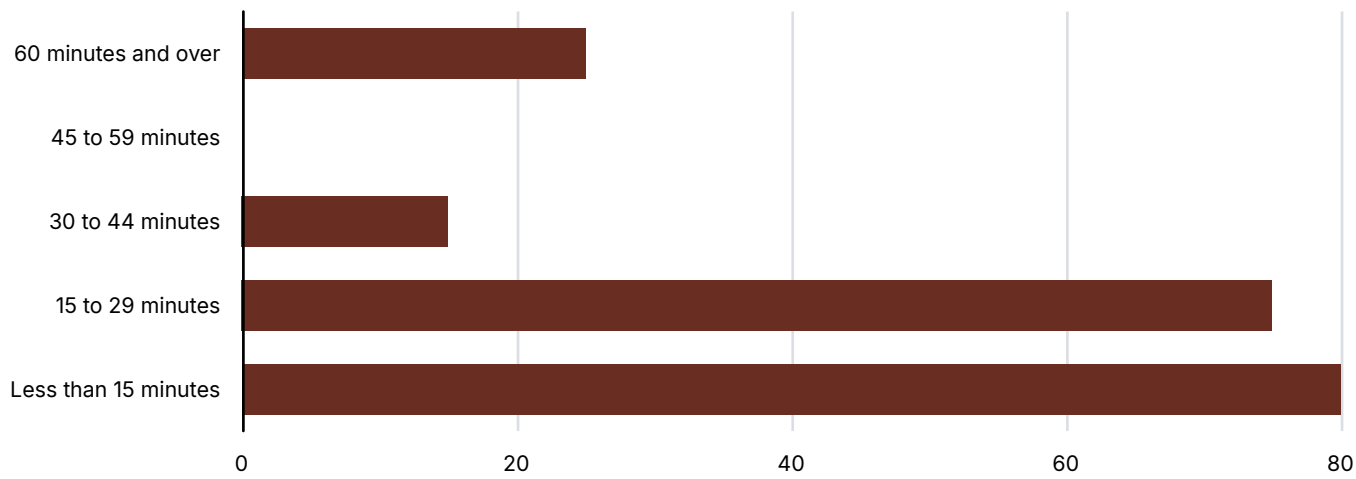
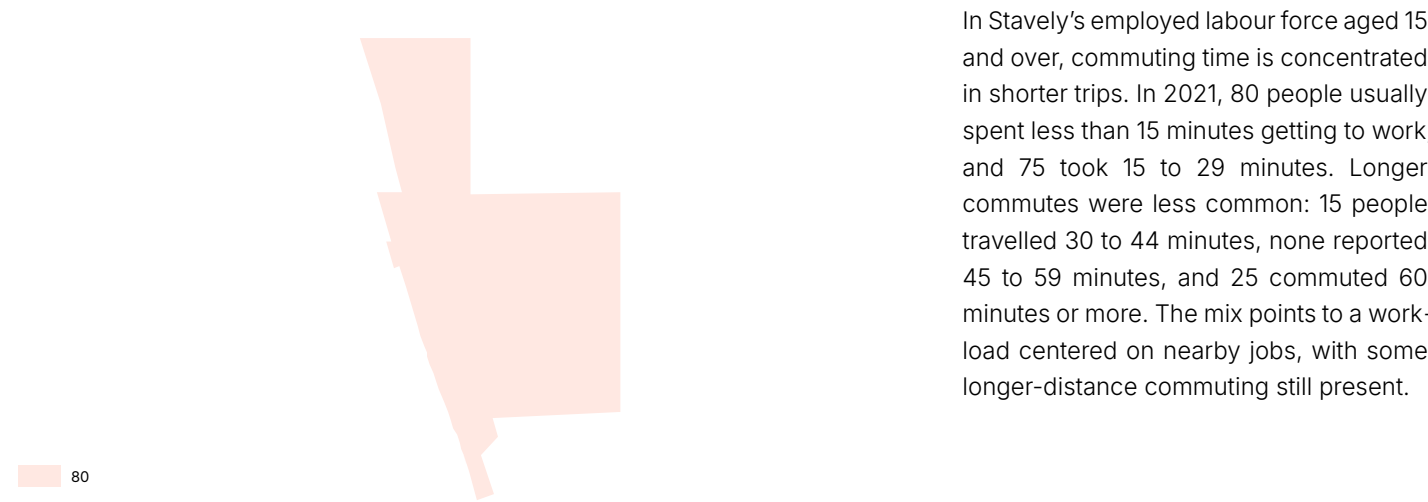


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Stavely, 2021)¹

In Stavely, commute duration in 2021 was concentrated in the shortest travel bands, suggesting many workers had relatively brief trips to work. The largest group spent less than 15 minutes commuting, at 80 people, followed closely by 75 people who traveled 15 to 29 minutes. Longer commutes were less common, with 15 people in the 30 to 44 minute range and 25 people at 60 minutes or more. The pattern also shifted over five years. The under-15-minute group grew by 60%, while the 15 to 29 minute group rose by 36.4%. By contrast, the 30 to 44 minute category fell by 40%, and the 45 to 59 minute band dropped to zero.



In Stavely’s employed labour force aged 15 and over, commuting time is concentrated in shorter trips. In 2021, 80 people usually spent less than 15 minutes getting to work, and 75 took 15 to 29 minutes. Longer commutes were less common: 15 people travelled 30 to 44 minutes, none reported 45 to 59 minutes, and 25 commuted 60 minutes or more. The mix points to a work-load centered on nearby jobs, with some longer-distance commuting still present.

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

Main Mode of Commuting

Driving remained the main commuting mode in Stavely in 2021, with 170 people. Walking doubled to 20, while car passengers held at 10 and public transit, cycling, and other methods stayed at zero.

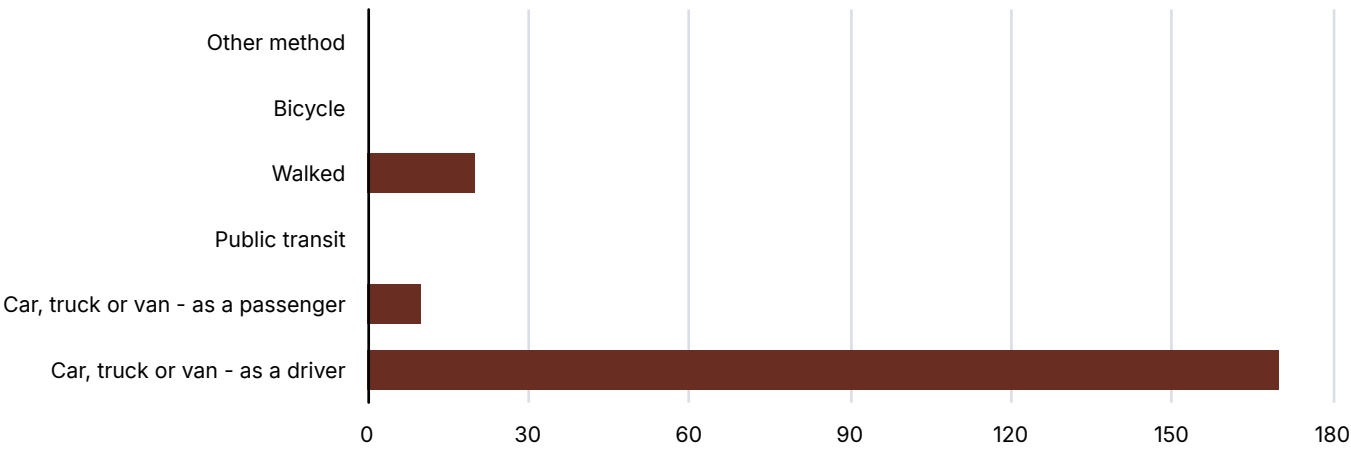
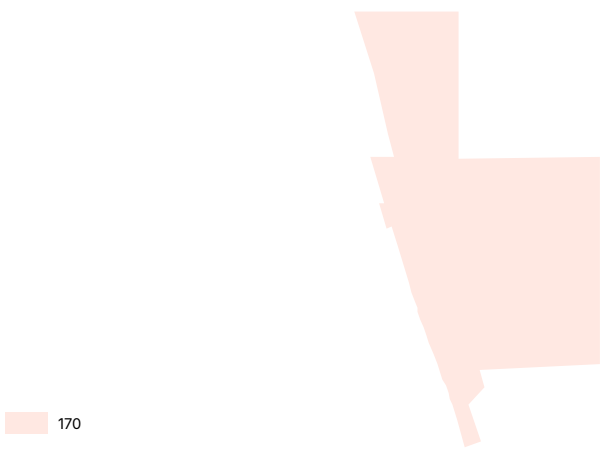


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Stavely, 2021)¹

In 2021, commuting in Stavely was dominated by driving. Among employed residents aged 15 and over with a usual place of work or no fixed workplace address, 170 people reported car, truck or van use as a driver, far more than any other mode. Walking was a distant second at 20 people, while 10 commuted as passengers. Public transit, bicycle use and other methods were each recorded at zero. The driver count also showed a 17.2% increase over five years, while walking doubled from a smaller base. The pattern points to a strongly car-oriented commuting profile, with limited use of alternative modes.



In Stavely, commuting is dominated by driving. In 2021, 170 employed residents used a car, truck or van as a driver, compared with 20 who walked and 10 who rode as passengers. Public transit, cycling, and other methods were recorded at zero. The 5-year change shows drivers up 17.2% and walking up 100%, though from a smaller base. The pattern points to a commute system centered on private vehicles, with limited alternatives.

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

Data Sources

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

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