



PINCHER CREEK NO. 9

Mobility & Commuting Report

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Executive Summary

Pincher Creek No. 9 in 2021 appears as a municipality marked by strong residential continuity, a regionally connected labour market, and commuting habits that remain firmly shaped by private vehicles. Most residents had lived in the same place one year earlier, and the five-year view tells a similar story, with non-movers still forming the largest group by a wide margin. At the same time, the longer-term mobility picture was not static. Movement from elsewhere in Alberta and from other provinces increased over five years, indicating that while local continuity remained the dominant pattern, the municipality was also receiving a modest but visible stream of new residents from within Canada.

Work and commuting patterns add to that picture of a place that is stable at home but closely tied to surrounding areas for employment. The largest share of workers still had a usual workplace, but working from home was also a substantial part of the local employment pattern, and jobs with no fixed workplace formed a smaller but growing segment. For those who commuted, employment was oriented more toward the wider region than toward workplaces inside the municipality itself. Most employed residents travelled to another census subdivision within the same census division, while a smaller group commuted elsewhere in Alberta and only a limited number crossed provincial borders. Departure times were concentrated in the morning, especially around the 7 a.m. hour, which points to a fairly defined daily work rhythm despite the presence of home-based and mobile work.

Commute times were generally short to moderate, with the largest group travelling less than 15 minutes and that category growing notably over five years. The next largest group travelled 15 to 29 minutes, while longer trips remained present but less common. Driving overwhelmingly dominated how people got to work, far outpacing all other modes. Walking increased from a low base, but public transit was absent and cycling also recorded no commuters. The combined picture is of a municipality with a settled population, modest inward movement over the longer term, and a workforce that relies heavily on regional travel and personal vehicles even as home-based work maintains a significant place in the local employment mix.

Place of Work Status

Usual workplace was the largest category in Pincher Creek No. 9 in 2021, at 795 people, up 0.6% from 2016. Worked at home rose to 550, while no fixed workplace reached 185.

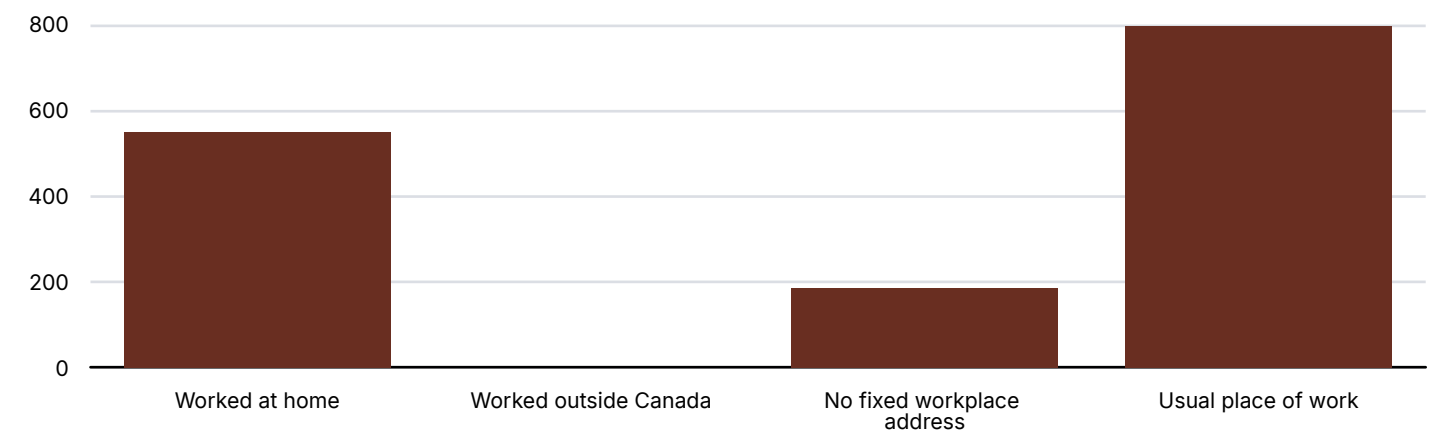


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Pincher Creek No. 9, 2021)¹

In Pincher Creek No. 9, place of work in 2021 was split mainly between people with a usual workplace and those who worked at home. The largest group worked at a usual place of work, at 795 people, while 550 worked at home and 185 had no fixed workplace address. Working outside Canada was reported by 0 people. Over the previous five years, home-based work rose by 10 and no fixed workplace increased by 15.6, while usual-place work was essentially unchanged.

In Pincher Creek No. 9, work is split across home, regular workplaces, and jobs with no fixed address among the employed labour force aged 15 and over in 2021. The largest group worked at a usual place of work, at 795 people, while 550 worked at home and 185 had no fixed workplace address. Compared with five years earlier, home-based work rose by 10, while no fixed workplace work increased by 15.6% and usual workplace work was little changed.

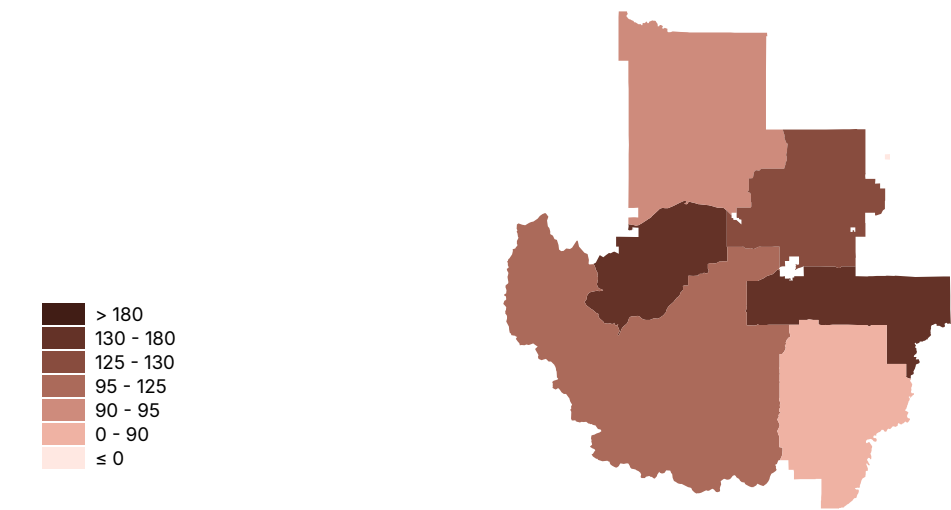


Figure 1.2: Distribution of Largest Group: Place Of Work Status - Usual place of work (Pincher Creek No. 9)¹

Lived Here 1 Year Ago

Pincher Creek No. 9’s largest group remained non-movers at 2,645 people in 2021, up 15% from 2016. Non-migrants rose to 100, while intraprovincial migrants held at 120 and interprovincial migrants fell to 25.

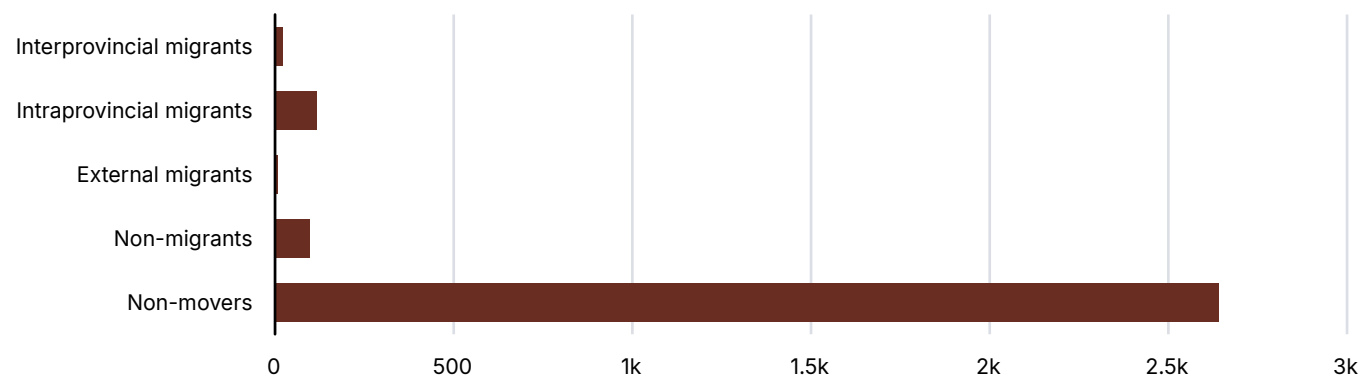


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Pincher Creek No. 9, 2021)¹

In 2021, Pincher Creek No. 9 showed a largely settled population, with 2,645 non-movers among residents living in the same place one year earlier. Smaller shares had moved: 120 were intraprovincial migrants, 25 came from another province, and 10 arrived from outside Canada. The mobility pattern points to limited short-term turnover. The five-year changes suggest stability rather than sharp shifts. Non-movers rose 15%, intraprovincial migrants were unchanged, while interprovincial migrants fell 37.5% and external migrants declined 33.3%.

In 2021, Pincher Creek No. 9 showed a fairly settled mobility pattern. Most residents, 2,645 people, lived in the same place one year earlier, while 120 arrived from elsewhere in Alberta and 25 came from another province. Only 10 were external migrants, and 100 were non-migrants. The 5-year changes point to a mixed picture: non-movers rose 15%, but interprovincial migrants fell 37.5% and external migrants dropped 33.3%. The profile suggests limited short-term churn.

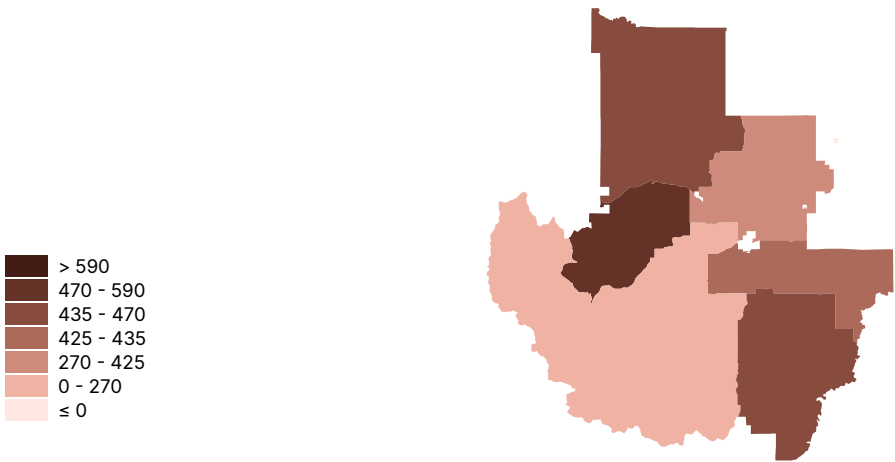


Figure 2.2: Distribution of Largest Group: Mobility Status - Non-movers (Pincher Creek No. 9)¹

Lived Here 5 Years Ago

Non-movers remained the largest group in Pincher Creek No. 9 at 2,010 people in 2021, up 9.2% from 2016. Interprovincial migrants grew fastest, rising 88.9% to 85, while intraprovincial migrants reached 490.

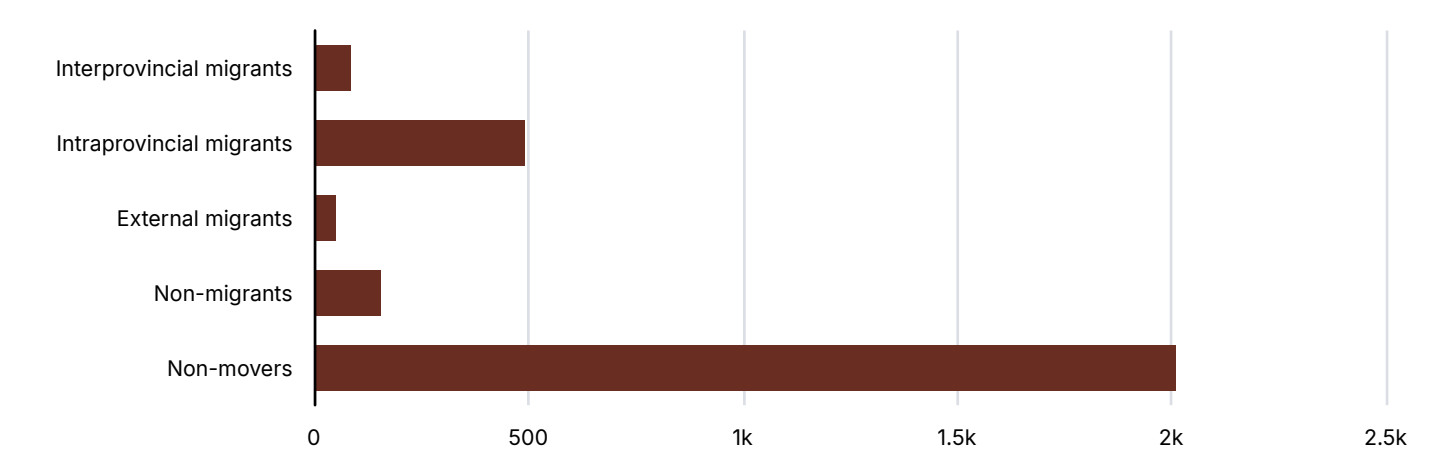


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Pincher Creek No. 9, 2021)¹

In 2021, Pincher Creek No. 9's population mobility profile was dominated by residents who had already been living there five years earlier. The largest group was non-movers, at 2,010 people. Mobility from elsewhere was smaller but still notable. Intraprovincial migrants numbered 490, while interprovincial migrants reached 85. External migrants accounted for 50 people, and non-migrants totalled 155. The strongest recent change was among people moving within Alberta and from other provinces. Intraprovincial migrants were up 60.7% from five years earlier, and interprovincial migrants rose 88.9%. Non-migrants fell 38%. The pattern suggests longer-term residential stability, alongside a clear increase in inflows from within Canada.

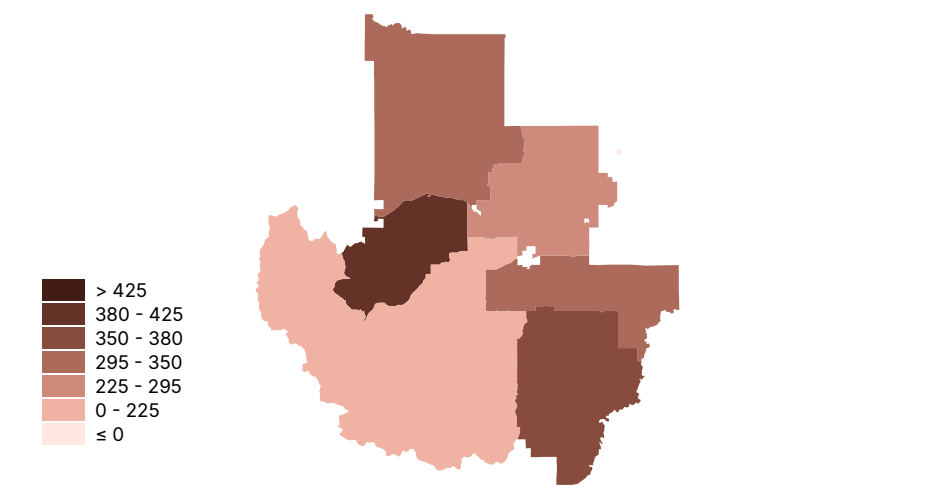


Figure 3.2: Distribution of Largest Group: Mobility Status - Non-movers (Pincher Creek No. 9)¹

In Pincher Creek No. 9, most residents in 2021 were living in the same area five years earlier. There were 2,010 non-movers, compared with 490 intraprovincial migrants, 85 interprovincial migrants, 155 non-migrants, and 50 external migrants. The strongest recent growth was in interprovincial migrants, up 88.9% over five years. That pattern points to a population with substantial local continuity, alongside some inward movement from elsewhere in Alberta and a smaller flow from other provinces. The mix suggests mobility is present, but long-term residence remains the dominant pattern.

Commute Destination

In Pincher Creek No. 9, most employed residents commuted to a different census subdivision within their census division, 570 people. Local commuting rose to 50 people, while commuting to another province increased to 35, up 40% from 2016.

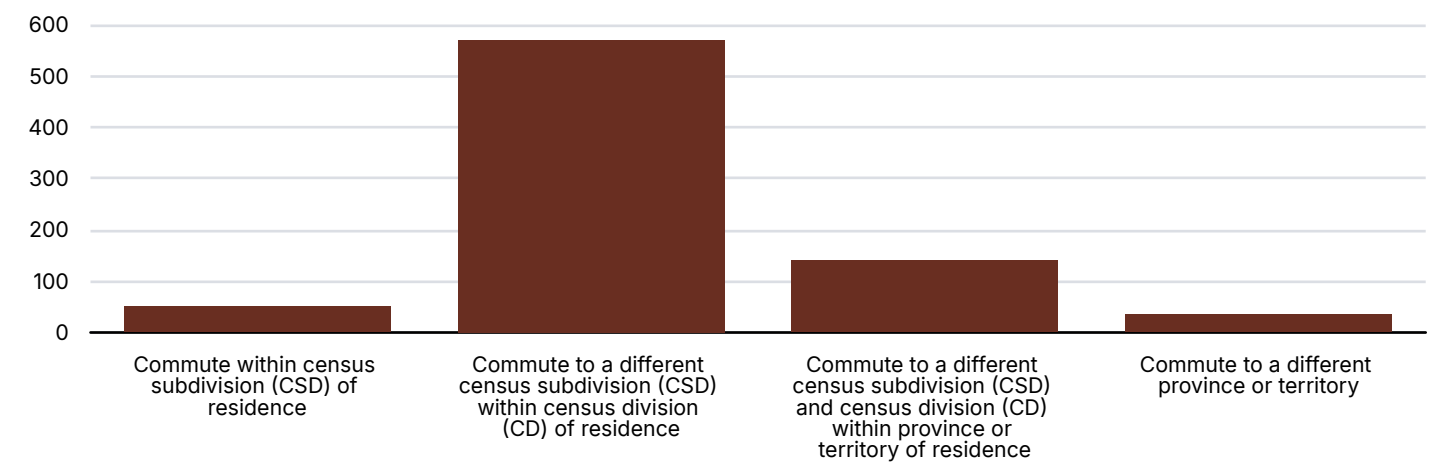


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Pincher Creek No. 9, 2021)¹

In 2021, commuting patterns in Pincher Creek No. 9 show that most employed residents worked outside their own census subdivision. The largest group, 570 people, commuted to a different census subdivision within the same census division, while 140 travelled to another subdivision and census division within Alberta. Only 50 people worked within the census subdivision itself, and 35 crossed into another province or territory. The 5-year change was strongest for commuting within the subdivision, up 11.1%, and cross-province commuting rose 40%. This points to a commuting profile tied more to the surrounding region than to a local job base.

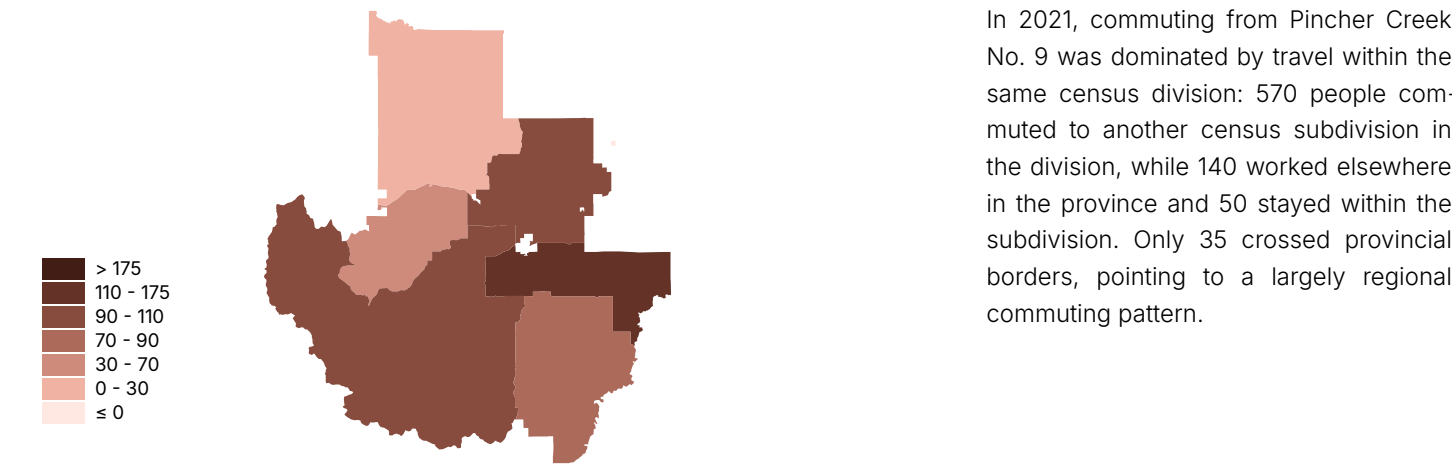


Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute to a different census subdivision (CSD) within census division (CD) of residence (Pincher Creek No. 9)¹

Time Leaving for Work

Pincher Creek No. 9’s largest commuting group left between 7 a.m. and 7:59 a.m., with 330 people in 2021, down 4.35% from 2016. The 5 a.m. group rose to 55, up 175%.

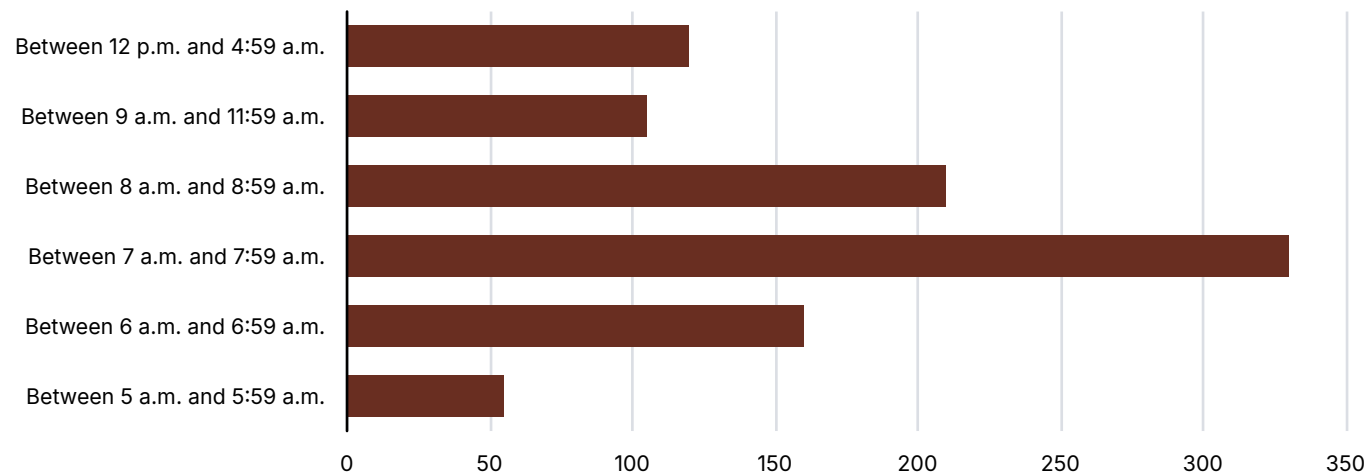
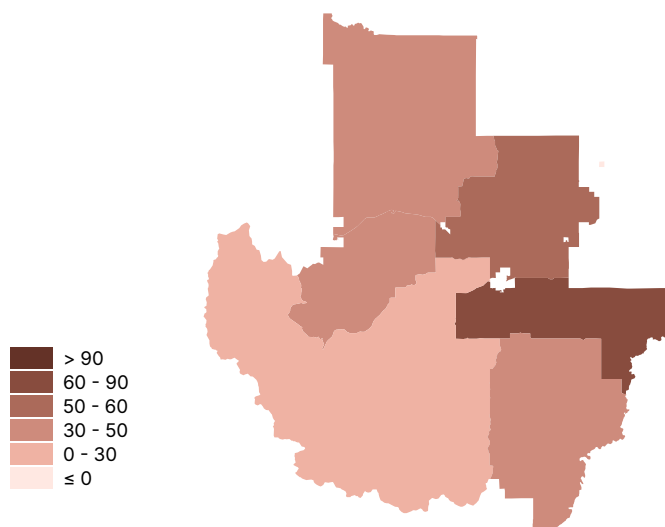


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Pincher Creek No. 9, 2021)¹

In 2021, Pincher Creek No. 9’s employed labour force with a usual place of work or no fixed workplace address was most concentrated in the early morning commute window. The largest group left for work between 7 a.m. and 7:59 a.m., with 330 people. Another 210 people left between 8 a.m. and 8:59 a.m., and 160 left between 6 a.m. and 6:59 a.m. Smaller groups left between 5 a.m. and 5:59 a.m. (55 people) and between 9 a.m. and 11:59 a.m. (105 people). There was also a later, broader group of 120 people leaving between 12 p.m. and 4:59 a.m., while the 7 a.m. hour still stood out as the main departure time.



In Pincher Creek No. 9, commuting departures in 2021 were concentrated in the morning, with the 7 a.m. to 7:59 a.m. window leading at 330 people. Another 210 left between 8 a.m. and 8:59 a.m., and 160 departed between 6 a.m. and 6:59 a.m. Earlier starts were smaller, with 55 leaving before 6 a.m. The pattern suggests a fairly defined workday rhythm, while the 5-year changes show some shifting within the morning peak.

Figure 5.2: Distribution of Largest Group: Time Leaving Work - Between 7 a.m. and 7:59 a.m. (Pincher Creek No. 9)¹

Commute Duration

In Pincher Creek No. 9, the largest commuting group was less than 15 minutes at 345 people in 2021, up 46.8% from 235 in 2016. The 15 to 29 minute group fell to 335.

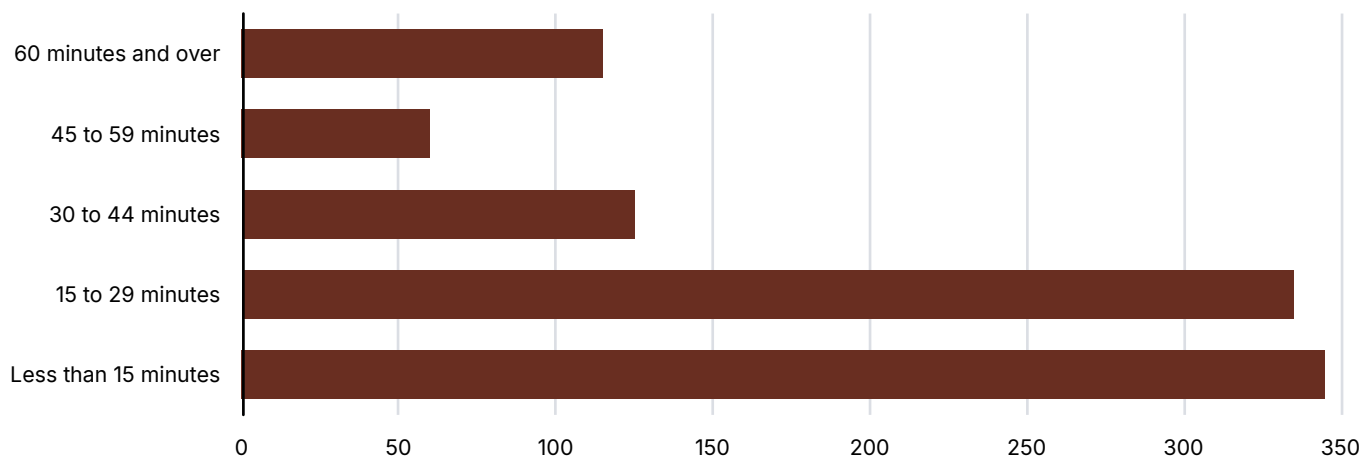
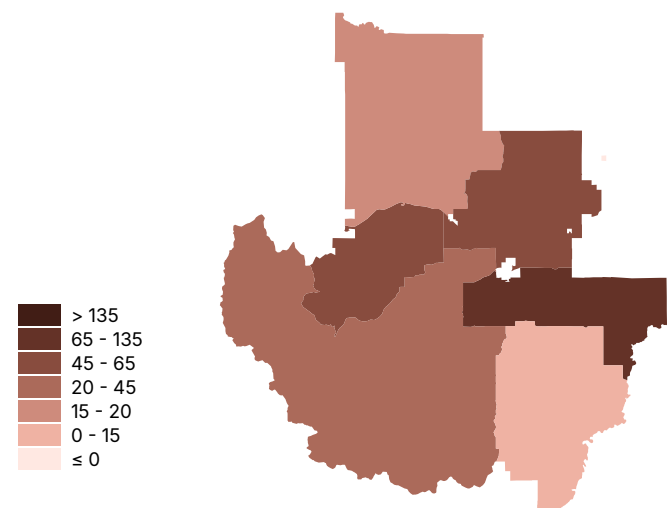


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Pincher Creek No. 9, 2021)¹

In 2021, commute times in Pincher Creek No. 9 were concentrated in the shorter ranges, but the distribution also shows notable movement over five years. The largest group was residents commuting less than 15 minutes, at 345 people, followed closely by 335 people travelling 15 to 29 minutes. Longer trips were less common: 125 people commuted 30 to 44 minutes, 60 traveled 45 to 59 minutes, and 115 commuted 60 minutes or more. Over five years, the shortest commute group grew by 46.8%, while the 15 to 29 minute group fell by 25.6%. The pattern suggests a shift toward shorter commutes, even though a smaller long-distance segment remains.



In Pincher Creek No. 9, commute times in 2021 were spread across short and long trips, with the largest counts in the under-15-minute group at 345 people and the 15-to-29-minute group at 335. Longer commutes were less common, but 125 people travelled 30 to 44 minutes, 60 travelled 45 to 59 minutes, and 115 commuted for 60 minutes or more.

Figure 6.2: Distribution of Largest Group: Commuting Duration - Less than 15 minutes (Pincher Creek No. 9)¹

Main Mode of Commuting

Driving remained the main commuting mode in Pincher Creek No. 9, with 875 people in 2021, up 6.7% from 2016. Walking rose to 50, while public transit fell to zero.

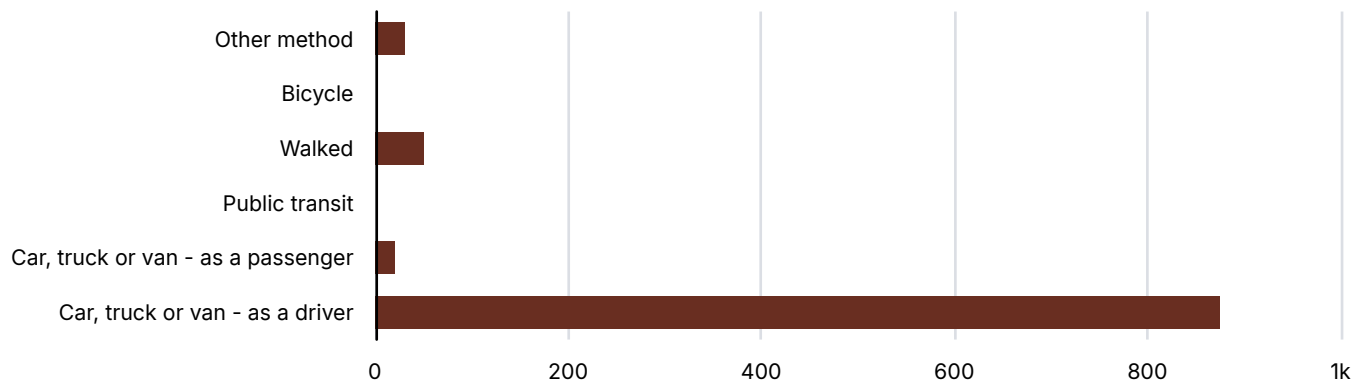


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Pincher Creek No. 9, 2021)¹

In Pincher Creek No. 9, commuting in 2021 was dominated by driving. Among employed residents aged 15 and over with a usual place of work or no fixed workplace address, 875 people commuted as car, truck or van drivers, while 50 walked and 30 used another method. Only 20 travelled as passengers, and no commuters were recorded for public transit or bicycle. The 5-year changes point to continued reliance on driving, with walking up 66.7% and transit down to zero.

In Pincher Creek No. 9, commuting is strongly centred on driving. In 2021, 875 employed residents aged 15 and over with a usual place of work or no fixed workplace address travelled as car, truck or van drivers, far more than any other mode. Other modes were much smaller: 50 people walked, 20 rode as passengers, and 30 used another method. Public transit and bicycle both recorded 0. The 5-year change shows driver commuting rose 6.7%, while walking increased 66.7% from a low base. Passenger commuting fell 55.6%, and public transit declined to zero.

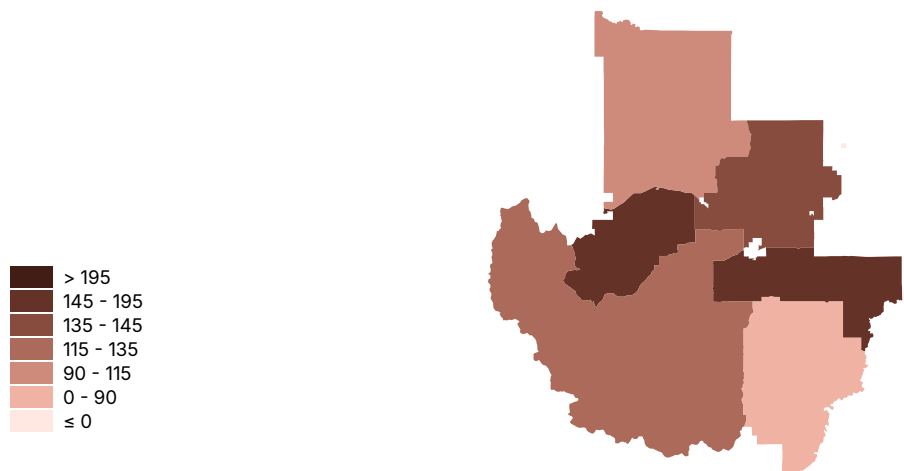


Figure 7.2: Distribution of Largest Group: Commuting Mode - Car, truck or van - as a driver (Pincher Creek No. 9)¹

Data Sources

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

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