

ALBERTA
SOUTHWEST

GLENWOOD

Mobility & Commuting Report

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Executive Summary

Glenwood's 2021 profile is defined by a small, largely settled population and a work pattern that has become more localized in some respects while also showing signs of change in how and where people work. Most employed residents still worked at a usual workplace, but that group was notably smaller than five years earlier, while working from home increased. The village's population mobility also remained limited. Most residents had lived in Glenwood both one year earlier and five years earlier, and there were only small numbers of movers from elsewhere in Alberta. No external or interprovincial migrants were recorded in the mobility figures presented here.

That combination of stability and contraction appears across the labour and commuting data. Local commuting became the largest destination, with more residents working within the census subdivision than in 2016, while travel to nearby subdivisions within the same division declined. Commute timing was concentrated in a narrow early morning peak, especially in the 8 a.m. hour, with no recorded departures later in the morning. Travel times were still concentrated at the short end, as commutes of less than 15 minutes remained the largest group, but the presence of a smaller group commuting 60 minutes or more points to a split between very local and much longer work trips. Commuting methods were dominated by private vehicles, even as driver commuting fell sharply from 2016 levels and several other recorded modes disappeared entirely.

The overall picture is of a village with limited recent inflow, a strong presence of longer-term residents, and a smaller employment and mobility base than earlier in the period. Work and travel patterns do not suggest broad diversification. Instead, they show a community where local ties remain strong, home-based work has become more prominent, and commuting is still centered on private vehicles and short trips, with a narrower range of destinations and modes than before. Glenwood in 2021 appears steady in residency, modest in scale, and more compressed in both movement and work patterns than it was five years earlier.

Place of Work Status

In Glenwood, usual workplace employment remained the largest category in 2021 at 65 people, but it fell 31.6% from 2016. No fixed workplace address dropped to 15 people, while home-based work rose to 20.

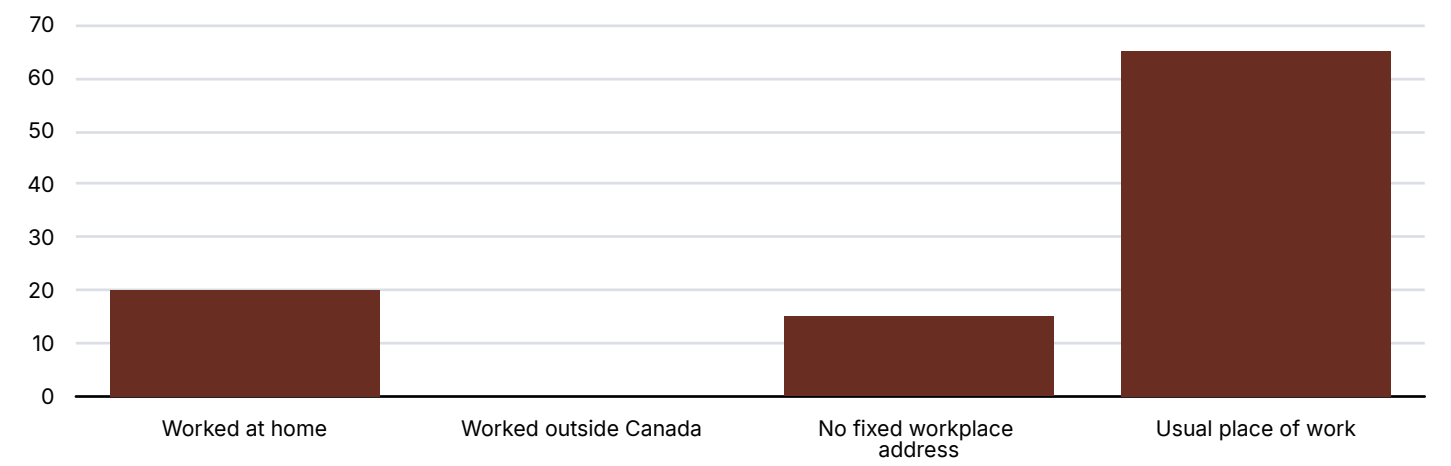


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Glenwood, 2021)¹

In Glenwood, the 2021 place of work profile for the employed labour force aged 15 and over shows a clear shift toward home-based work, while usual workplace employment remains the largest category. Some 65 people worked at a usual place of work, 20 worked at home, and 15 had no fixed workplace address. Over the previous five years, working at home rose by 33.3%, while usual workplace employment fell by 31.6% and no fixed workplace declined by 50.0%. No one reported working outside Canada. Source: Statistics Canada, Census Profile.



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

Lived Here 1 Year Ago

Glenwood’s 2021 population was led by non-movers at 235 people, down 27.7% from 2016. Intraprovincial migrants numbered 25, half the 2016 level, while non-migrants also counted 25.

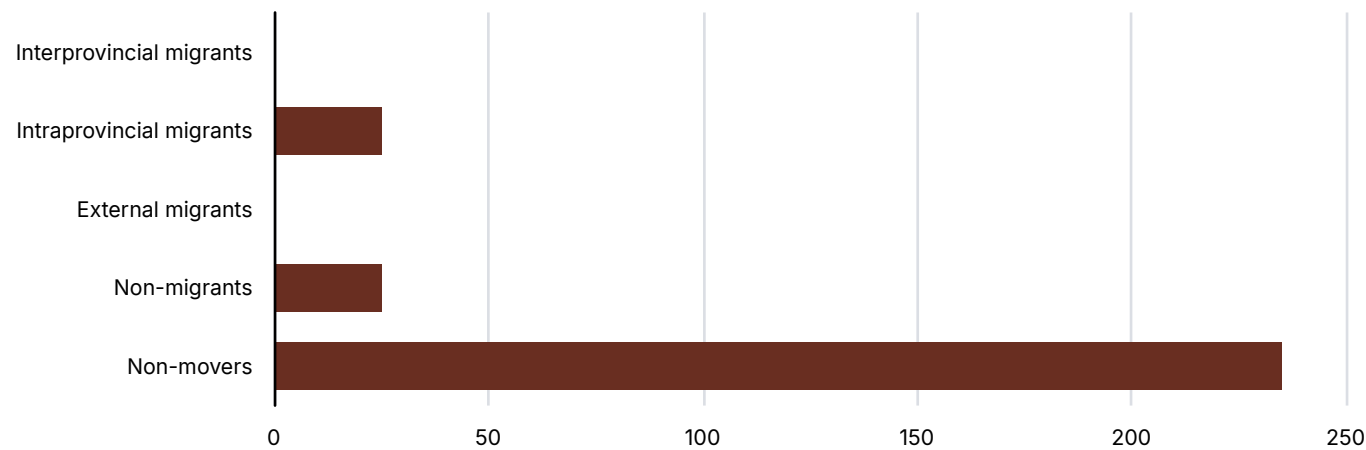


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Glenwood, 2021)¹

In 2021, Glenwood showed a largely stable one-year residence pattern, with most people having lived there the year before. The biggest group was non-movers at 235 people, far ahead of any migrant category. Among the mobile population, 25 were non-migrants and 25 arrived from elsewhere in Alberta. External migrants and interprovincial migrants were both zero. The longer-term changes point to a smaller mobility base than five years earlier, with non-movers down 27.7% and intraprovincial migrants down 50%. That leaves Glenwood with limited recent inflow and little evidence of cross-province turnover.



In Glenwood, recent mobility was limited in 2021. Most residents, 235 people, had lived there one year earlier, while 25 were non-migrants and 25 had moved within Alberta. No residents were external migrants or interprovincial migrants. The five-year change points to lower counts for non-movers and intraprovincial migrants, down 27.7% and 50.0% respectively. The pattern suggests a relatively stable population with little inflow from outside the province.

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

Lived Here 5 Years Ago

Glenwood’s largest 2021 group was non-movers at 210 people, down 14.3% from 245 in 2016. Non-migrants fell to 20 people, while intraprovincial migrants declined to 35.

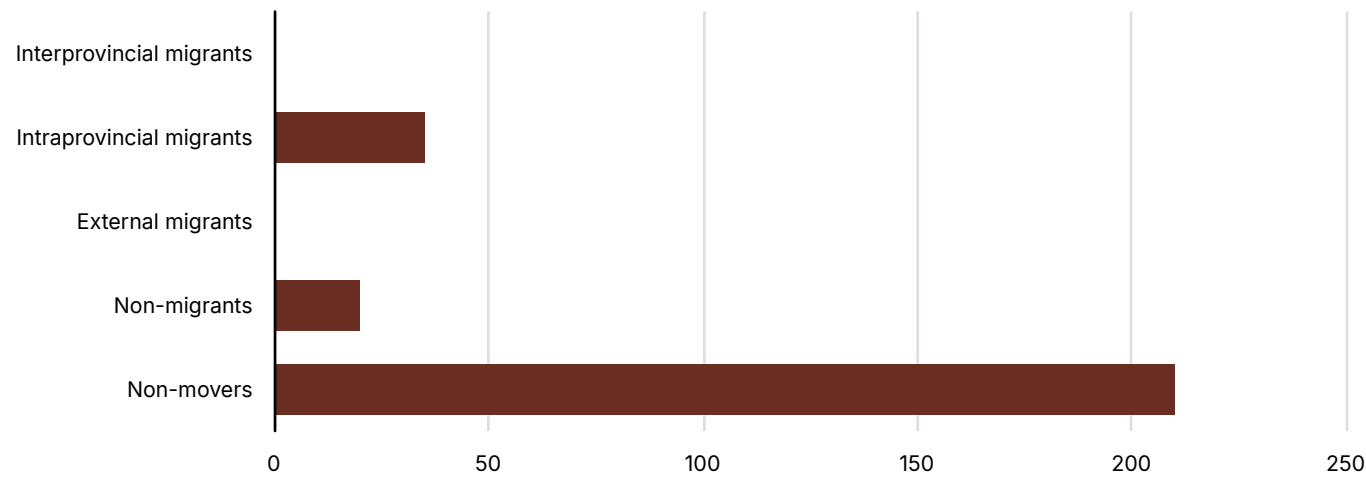


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Glenwood, 2021)¹

In 2021, Glenwood’s population mobility profile was dominated by people who had also lived there five years earlier. Non-movers numbered 210, the largest group by far. In contrast, 35 residents were intraprovincial migrants and 20 were non-migrants. No external migrants or interprovincial migrants were recorded in the dataset. The 5-year change figures point to declines across the reported groups, including -14.3% for non-movers, -55.6% for non-migrants, and -53.3% for intraprovincial migrants. Together, the figures show a small population with limited recent inflows and a stronger presence of longer-term residents.



In 2021, Glenwood’s population mobility profile was dominated by people who had also lived there five years earlier. Non-movers numbered 210, while 35 residents were intraprovincial migrants and 20 were non-migrants. No external or interprovincial migrants were recorded. The five-year change shows fewer non-movers and intraprovincial migrants than in the earlier period, suggesting a smaller base rather than a broad shift in composition.

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

Commute Destination

In Glenwood, commuting within the census subdivision became the largest destination in 2021 at 35.0%, up from 20.0% in 2016. Commuting to another subdivision in the same division fell to 20.0%.

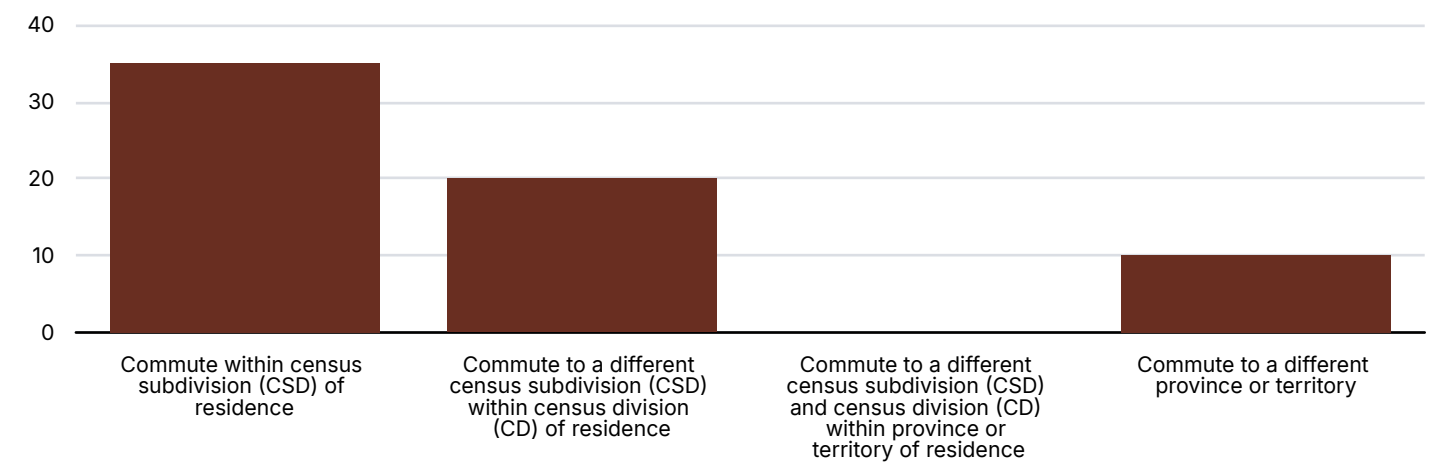


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Glenwood, 2021)¹

In 2021, Glenwood’s commuting pattern shows a mix of local and longer-distance work travel among employed residents aged 15 and over. The largest group commuted within their census subdivision of residence, at 35 people, while 20 travelled to a different census subdivision within the same census division. Another 10 commuted to a different province or territory, and none travelled to another census subdivision and census division within the province or territory. The five-year change points to growth in local commuting and a decline in nearby cross-subdivision commuting.



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

Time Leaving for Work

In Glenwood, the largest commuting group shifted to 8 a.m. to 8:59 a.m. in 2021, rising to 30 people. The 7 a.m. hour fell to 15, while 9 a.m. to 11:59 a.m. dropped to zero.

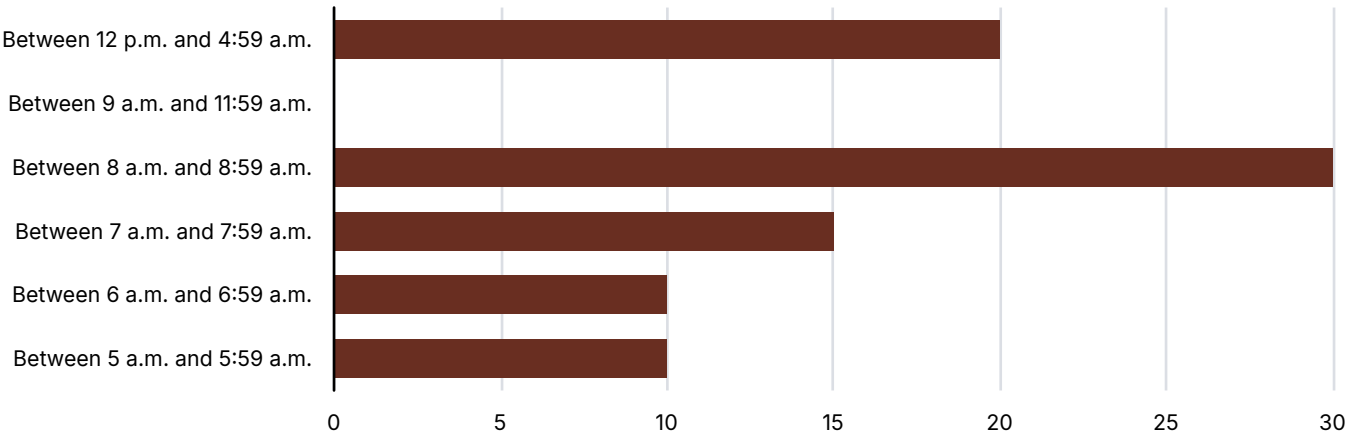


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Glenwood, 2021)¹

In Glenwood, the 2021 commute start pattern is concentrated in the early morning, with the largest group leaving between 8 a.m. and 8:59 a.m. The village counts 30 people in that window, compared with 20 between 12 p.m. and 4:59 a.m., 15 between 7 a.m. and 7:59 a.m., and 10 each between 5 a.m. and 5:59 a.m. and 6 a.m. and 6:59 a.m. No one reported leaving between 9 a.m. and 11:59 a.m., and that slot fell 100% over five years.

In Glenwood, commuting is concentrated in the morning, with 30 people usually leaving between 8 a.m. and 8:59 a.m. and 15 between 7 a.m. and 7:59 a.m. Smaller groups depart at 5 a.m. to 5:59 a.m. and 6 a.m. to 6:59 a.m., with 10 people each. No one is recorded leaving between 9 a.m. and 11:59 a.m. The pattern suggests a brief, early peak in travel demand rather than a broad departure spread.

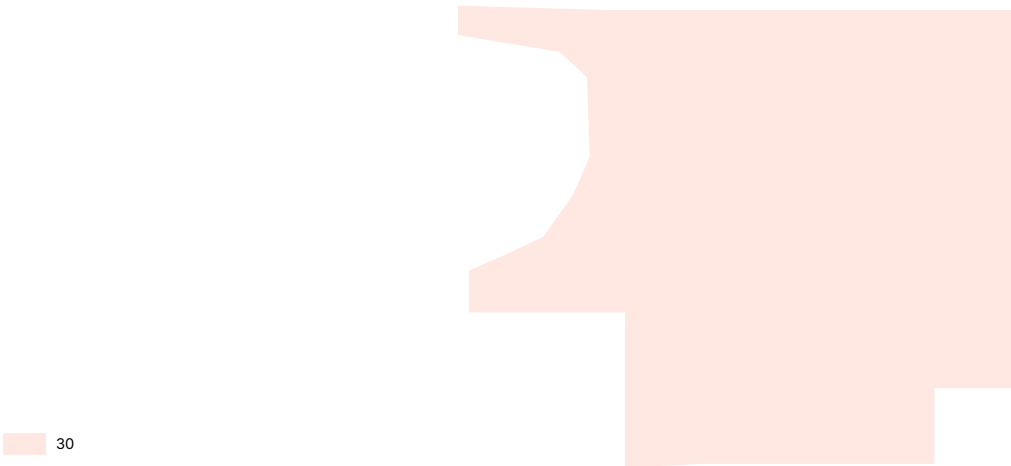


Figure 5.2: Distribution of Largest Group: Time Leaving Work - Between 8 a.m. and 8:59 a.m. (Glenwood)¹

Commute Duration

In Glenwood, less-than-15-minute commutes remained the largest group at 40 people in 2021, down 11.1% from 2016. Commutes of 60 minutes and over rose to 15 people, up 50.0%.

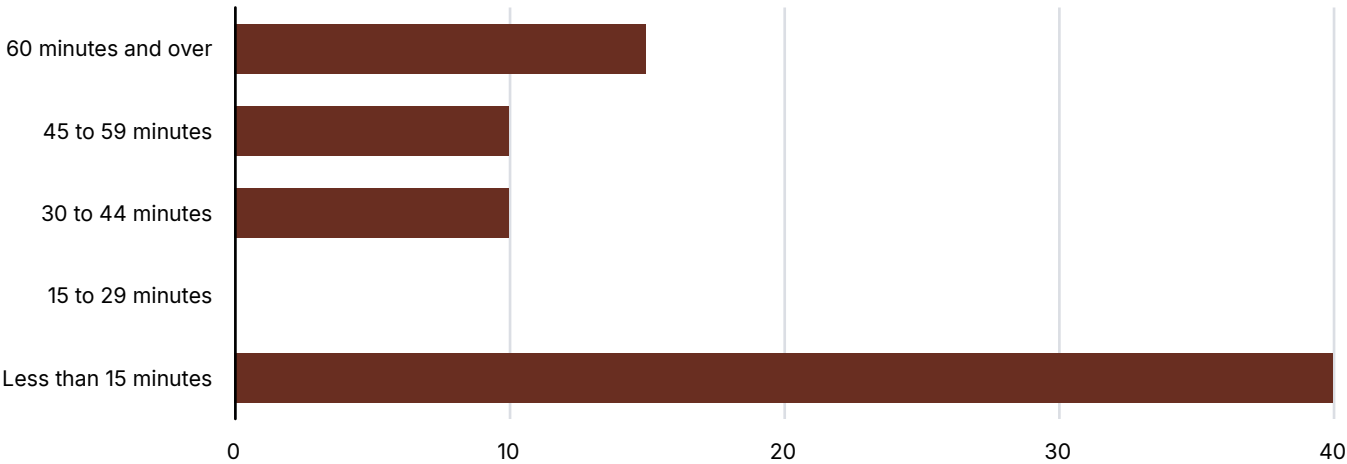
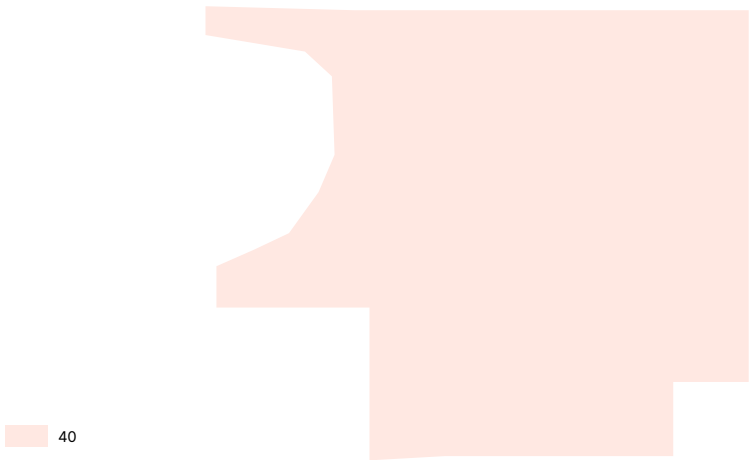


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Glenwood, 2021)¹

In Glenwood, commute duration in 2021 was concentrated at the shortest end of the distribution. Among the employed labour force with a usual place of work or no fixed workplace address, 40 people had commutes of less than 15 minutes, while 15 people travelled 60 minutes or more. A further 10 people were in the 30 to 44 minute range and 10 in the 45 to 59 minute range, and no one was recorded in the 15 to 29 minute category. The five-year change shows shorter commutes declining and the longest commutes rising.



In Glenwood, commute duration in 2021 was concentrated at the short end, but with a noticeable long-commute segment. Forty people, or the largest group, spent less than 15 minutes travelling to work. Another 15 people commuted 60 minutes or more, while 10 each were in the 30 to 44 minute and 45 to 59 minute ranges.

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

Main Mode of Commuting

Glenwood’s commuting mix shifted away from driving, with 45 people commuting as car, truck or van drivers in 2021, down 52.6% from 2016. Passenger commuting fell to zero, while other methods counted 10 people.

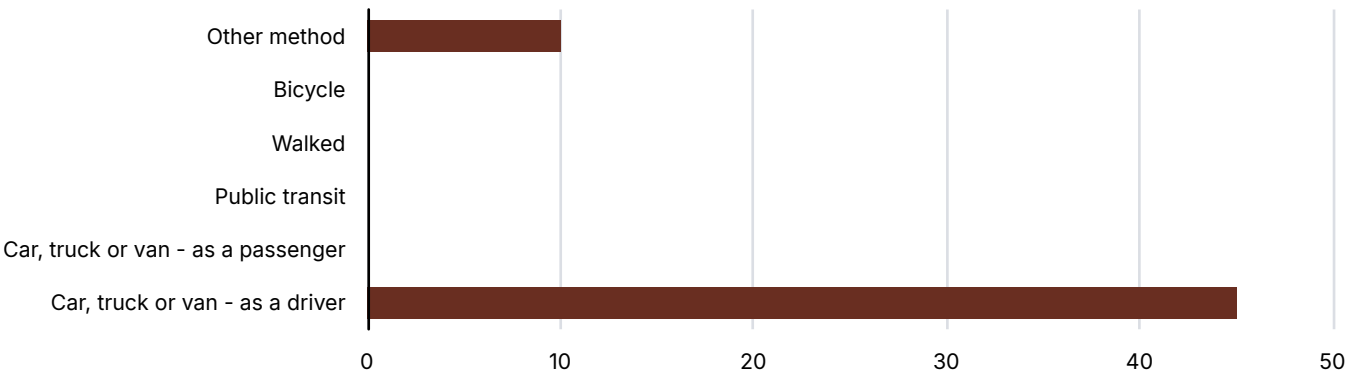


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Glenwood, 2021)¹

In Glenwood, commuting in 2021 was concentrated in private vehicles. Among employed residents aged 15 and over with a usual place of work or no fixed workplace address, 45 people usually drove a car, truck, or van, while 10 reported another method. No residents were recorded as passengers, using public transit, walking, or cycling. The five-year change suggests a sharp decline in driver commuting, down 52.6%, with walking and passenger commuting also falling to zero. The pattern points to a narrowing range of commuting modes.

In Glenwood, commuting is concentrated in private vehicles. In 2021, 45 people reported driving a car, truck or van as their main way to get to work, while 10 used another method. No one reported commuting as a passenger, by public transit, on foot, or by bicycle. The five-year changes point to a sharp shift away from some modes. Driving fell by 52.6%, and both passenger and walking shares dropped to zero. Within the employed labour force with a usual place of work or no fixed workplace address, the pattern remains heavily car-based.



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

Data Sources

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

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