

CLARESHOLM

Mobility & Commuting Report

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Executive Summary

Claresholm in 2021 appears as a town with a stable resident base and a work pattern that remains strongly local, even as some elements of mobility and commuting have shifted. Most residents had lived in the community one year earlier, and the five-year picture also shows a large settled core. Alongside that continuity, there was visible in-migration from elsewhere in Alberta and from other provinces, with interprovincial movement growing faster than other recent mobility categories from 2016. The result is not a highly transient population, but a community where long-term residence still dominates while a smaller stream of newcomers adds to the mix.

That balance between continuity and change is also visible in how people work and travel. Employment remained centered on a usual place of work, but that category declined over the five years while working from home increased sharply, suggesting some diversification in where work is carried out. Even so, Claresholm's labour market still looks primarily place-based rather than remote. Most commuters continued to work within the town itself, and commute times were overwhelmingly short, with by far the largest group travelling less than 15 minutes. At the same time, commuting to another census subdivision within the same division rose strongly, indicating wider regional links even as local work remained the main pattern. Departure times were concentrated in the morning, especially in the early standard commuting hours, though the busiest peaks were smaller than in 2016 and later morning departures became more common.

Commuting mode reinforces the same picture. Travel to work was dominated by driving, with walking a distant second and public transit and cycling remaining marginal. Driver commuting fell from 2016, but not enough to change the basic structure of how residents get to work. Claresholm therefore comes across as a town rooted in local residence and short-distance daily movement, with modest but noticeable changes around the edges: more home-based work, stronger inflows from outside Alberta, and a growing regional commuting footprint. The central character of the town, however, remains one of stability, local orientation, and a commuting pattern shaped more by proximity than by long-distance travel.

Place of Work Status

Claresholm’s largest work status remained usual place of work at 1,140 people in 2021, down 6.9% since 2016. Worked at home rose to 115, up 43.8%, while no fixed workplace fell to 175.

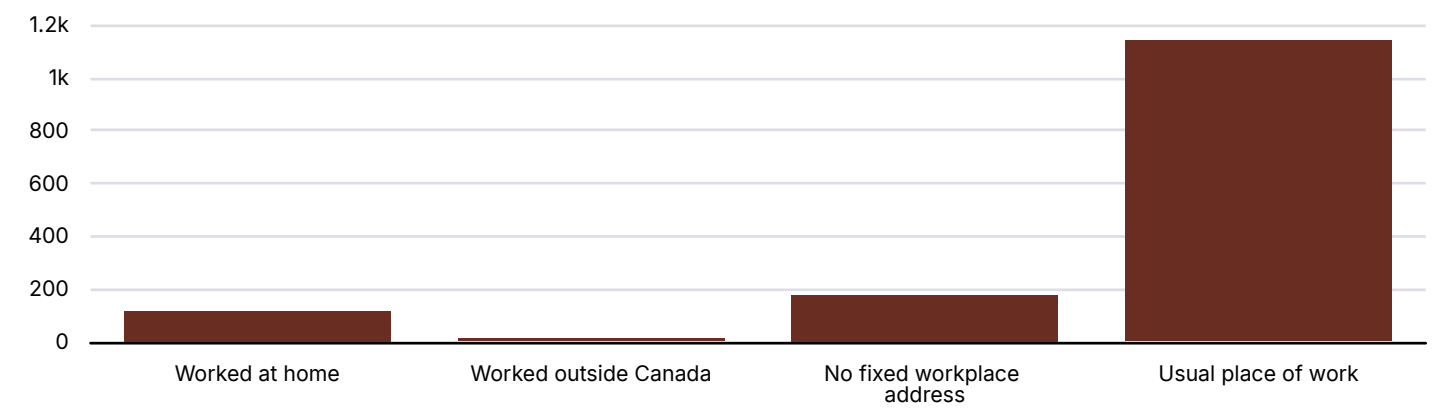


Figure 1.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Claresholm, 2021)¹

In 2021, Claresholm’s employed labour force aged 15 and over was centered on the usual place of work, with 1,140 people. Another 175 had no fixed workplace address, 115 worked at home, and 10 worked outside Canada. The 5-year change shows home-based work up 43.8%, while usual workplaces fell 6.9% and no fixed workplace jobs fell 23.9%, pointing to a shifting work pattern.

In 2021, Claresholm’s employed labour force aged 15 and over was concentrated in a usual place of work, with 1,140 people in that category. Smaller shares worked at home, at 115, or had no fixed workplace address, at 175, while 10 worked outside Canada. The 5-year changes point to a shift toward home-based work, but usual workplace jobs still dominated, down 6.9%. The pattern suggests a work profile still centered on commuting, with some diversification in where work is done.



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

Lived Here 1 Year Ago

Claresholm’s non-movers were the largest group at 3,080 people in 2021, up 2.0% from 2016. Interprovincial migrants grew fastest, rising 76.9% to 115 people, while intraprovincial migrants fell to 170.

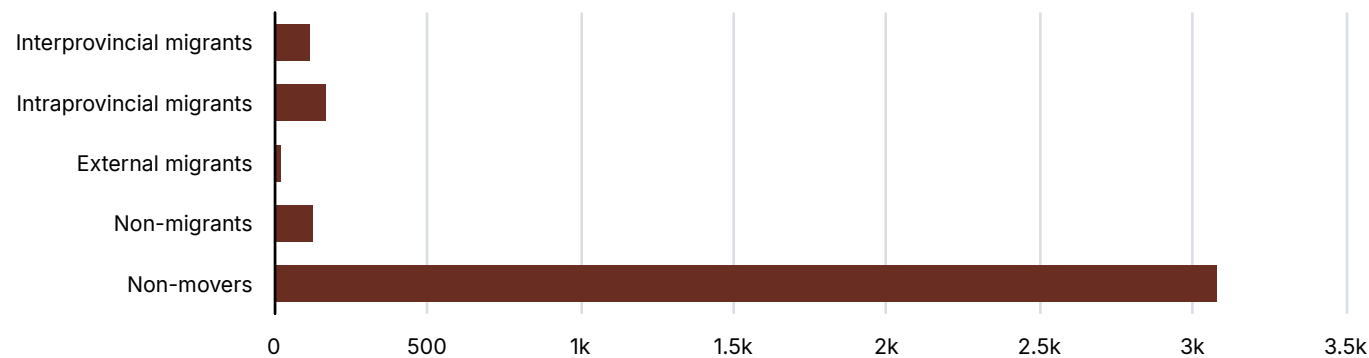


Figure 2.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Claresholm, 2021)¹

In Claresholm, the 2021 census shows a population with a strong local stay-put pattern, but also some movement from elsewhere. Most residents, 3,080 people, were non-movers, meaning they lived there one year earlier as well. Among movers, 170 were intraprovincial migrants and 115 came from other provinces, while 125 were non-migrants and 20 were external migrants. The five-year change points to mixed momentum: non-movers rose 2.0%, external migrants increased 33.3%, and interprovincial migrants climbed 76.9%, even as non-migrants and intraprovincial migrants declined.

Claresholm’s 2021 mobility profile points to a fairly stable population base, with 3,080 non-movers counted in the town. At the same time, there were 170 intraprovincial migrants and 115 interprovincial migrants, showing that recent arrivals were present alongside residents who stayed put. The town also had 125 non-migrants and 20 external migrants. Compared with the other mobility categories, moves within Alberta were more common than moves from outside the province. This mix suggests moderate short-term churn rather than complete turnover, with stability remaining the dominant pattern.



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

Lived Here 5 Years Ago

Claresholm’s largest group remained non-movers at 2,005 people in 2021, unchanged from 2016. Interprovincial migrants rose 36.1% to 245, while intraprovincial migrants increased 4.9% to 645 and non-migrants fell 12.4% to 460.

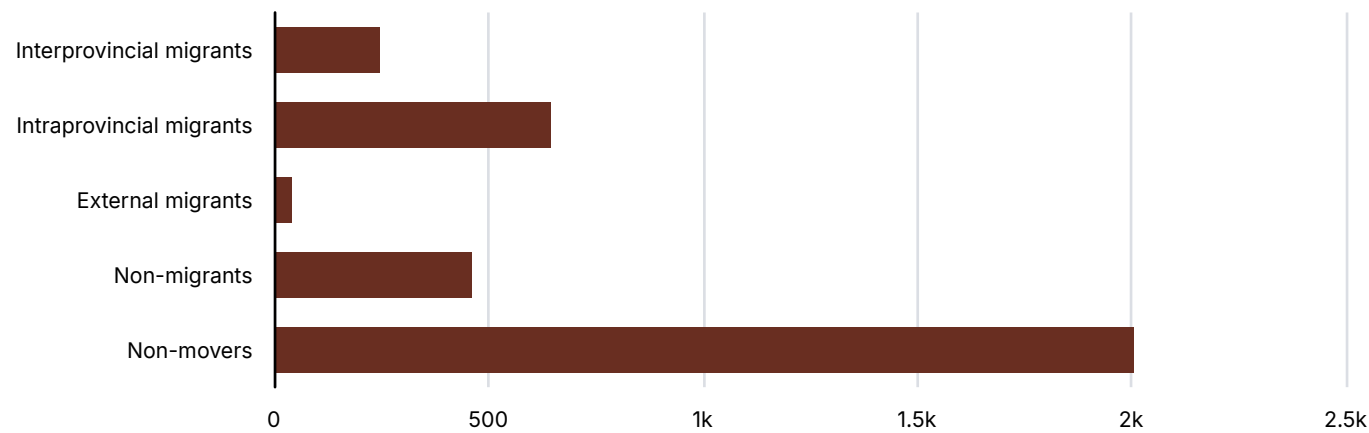


Figure 3.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Claresholm, 2021)¹

In Claresholm, the 2021 picture of where residents lived five years earlier is dominated by people who had not moved far. Non-movers accounted for 2,005 people, far more than any migrant category. Among those who had changed location, intraprovincial migrants numbered 645, while non-migrants within the same broad group totaled 460. Interprovincial migrants added 245 people, and external migrants were the smallest group at 40. The five-year changes point to modest stability in the largest groups and stronger recent gains in the smaller migration categories. The pattern suggests a community with a strong settled core and a smaller but visible flow of newcomers.

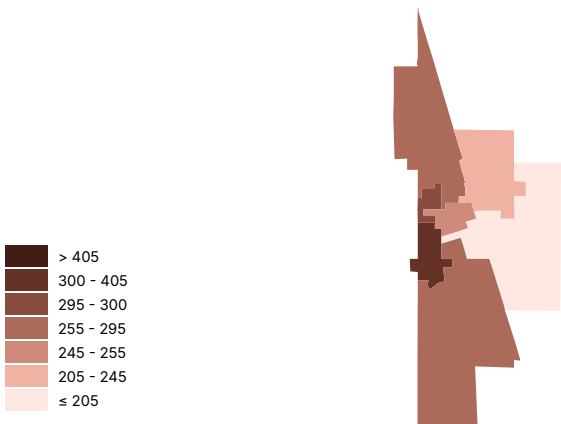


Figure 3.2: Distribution of Largest Group: Mobility Status - Non-movers (Claresholm)¹

In 2021, Claresholm’s mobility profile showed a strong base of long-term residents, alongside meaningful in-migration. The largest group was non-movers at 2,005 people, followed by intraprovincial migrants at 645 and non-migrants at 460. Interprovincial migrants numbered 245, while external migrants were just 40. Compared with the smaller surrounding areas, Claresholm had a much larger resident base and a broader mix of mover types. The pattern suggests a community with both local continuity and some incoming movement from within Alberta and other provinces.

Commute Destination

In Claresholm, the largest commuting group remained those working within the CSD, at 705 people in 2021, down 25.4% from 2016. Commuting to another CSD within the division rose to 315, up 142.3%.

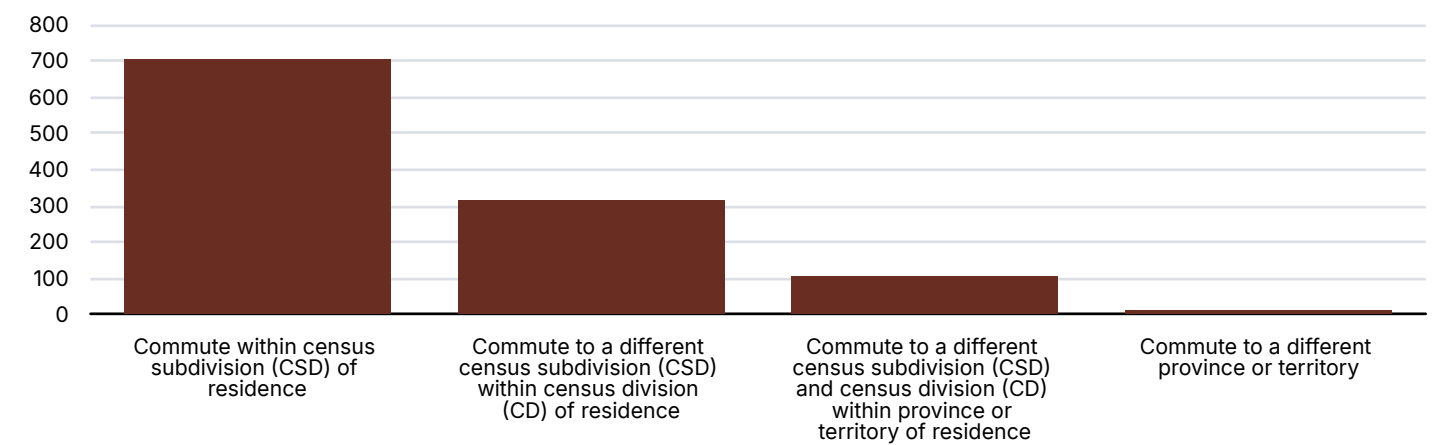


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Claresholm, 2021)¹

In 2021, Claresholm’s commuting pattern was still centred close to home, with most employed residents working within the census subdivision where they lived. At the same time, a smaller but growing share travelled elsewhere in the wider region. 705 people commuted within Claresholm, while 315 went to another census subdivision within the same census division. Another 105 worked in a different census subdivision and census division elsewhere in Alberta, and 10 crossed into another province or territory. The 5-year change shows the local pattern shifted unevenly: nearby commuting rose sharply, while the other three categories declined. That mix suggests a commute profile that remains locally focused but with some added regional reach.

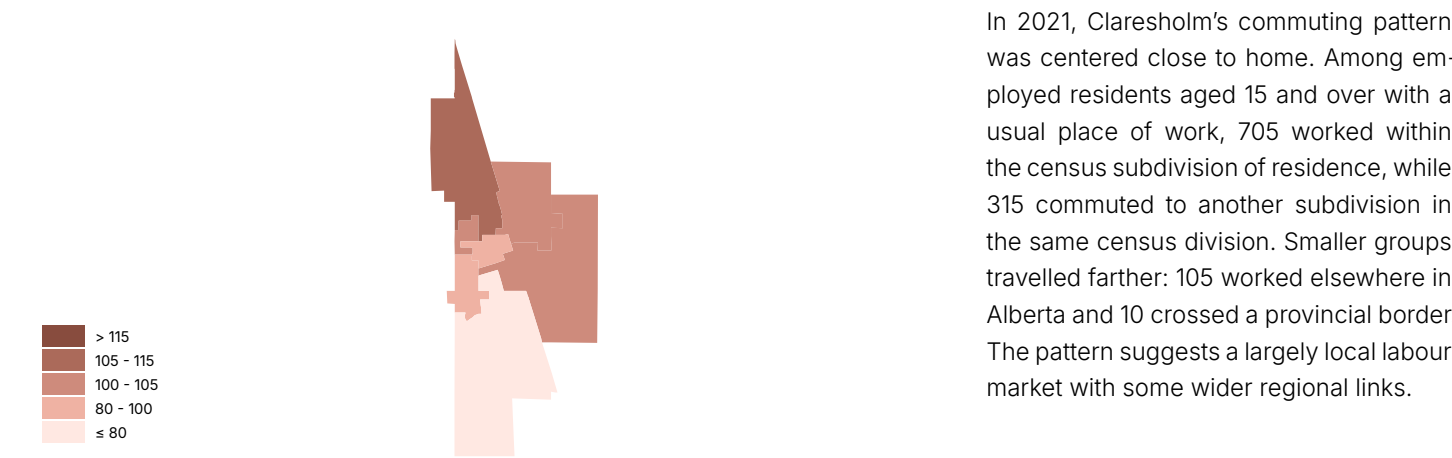


Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute within census subdivision (CSD) of residence (Claresholm)¹

Time Leaving for Work

Claresholm’s largest commuting group left between 8 a.m. and 8:59 a.m., with 290 people in 2021, down 25.6% from 2016. The 9 a.m. to 11:59 a.m. group rose to 190, up 46.2%.

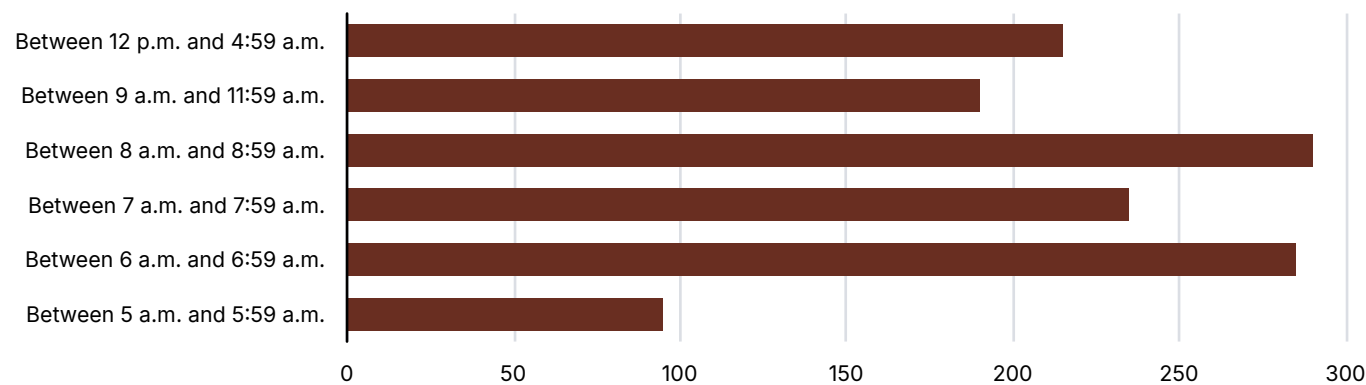


Figure 5.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Claresholm, 2021)¹

In Claresholm in 2021, commuting departures were concentrated in the early morning, with 290 people leaving between 8 a.m. and 8:59 a.m. and 285 between 6 a.m. and 6:59 a.m. Another 235 left between 7 a.m. and 7:59 a.m., while 95 began as early as 5 a.m. Trends over five years were mixed: early morning departures fell, but later departures, especially between 9 a.m. and 11:59 a.m., rose by 46.1%.

In 2021, Claresholm’s commuting pattern was concentrated in the early morning, with the largest numbers leaving between 8 a.m. and 8:59 a.m. (290 people) and 6 a.m. and 6:59 a.m. (285). Another 235 left between 7 a.m. and 7:59 a.m. Earlier departures were smaller, with 95 leaving before 6 a.m. and 190 between 9 a.m. and 11:59 a.m. The 5-year change was negative in the main morning peaks, including -25.6% at 8 a.m. and -21.7% at 7 a.m. That mix suggests a commuter profile centered on standard morning travel, but with recent declines in the busiest early-day windows.



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

Commute Duration

Claresholm's commute profile remained led by short trips in 2021, with 995 people travelling less than 15 minutes. Longer commutes fell in most bands, except 45 to 59 minutes, which rose to 50 people.

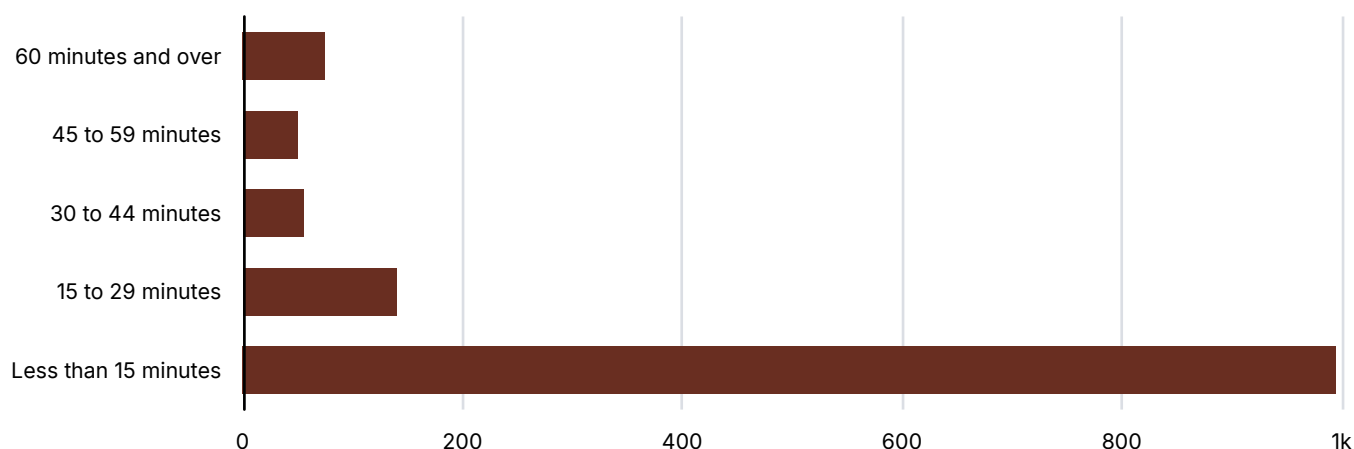
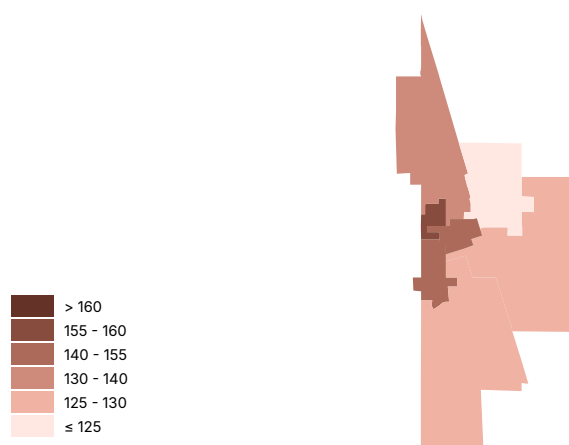


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Claresholm, 2021)¹

In Claresholm, commute duration in 2021 was concentrated in the shortest travel time band. Among the employed labour force aged 15 and over with a usual place of work or no fixed workplace address, 995 people reported commutes of less than 15 minutes. Smaller groups fell into 15 to 29 minutes, at 140 people, 30 to 44 minutes, at 55, 45 to 59 minutes, at 50, and 60 minutes and over, at 75. The five-year changes show declines in most bands, alongside growth in the 45 to 59 minute group. This points to a commute pattern centered on short trips, with limited longer-distance travel.



In Claresholm, commute times in 2021 were concentrated in shorter trips. Among the employed labour force aged 15 and over with a usual place of work or no fixed workplace address, 995 people commuted less than 15 minutes, far more than any other group. Another 140 people travelled 15 to 29 minutes, while 75 had commutes of 60 minutes or more. Longer commutes remained a smaller part of the pattern.

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

Main Mode of Commuting

Driving remained the main commuting mode in Claresholm in 2021, with 1,075 people using a car, truck or van as a driver, down 11.2% from 2016. Walking followed at 130 people.

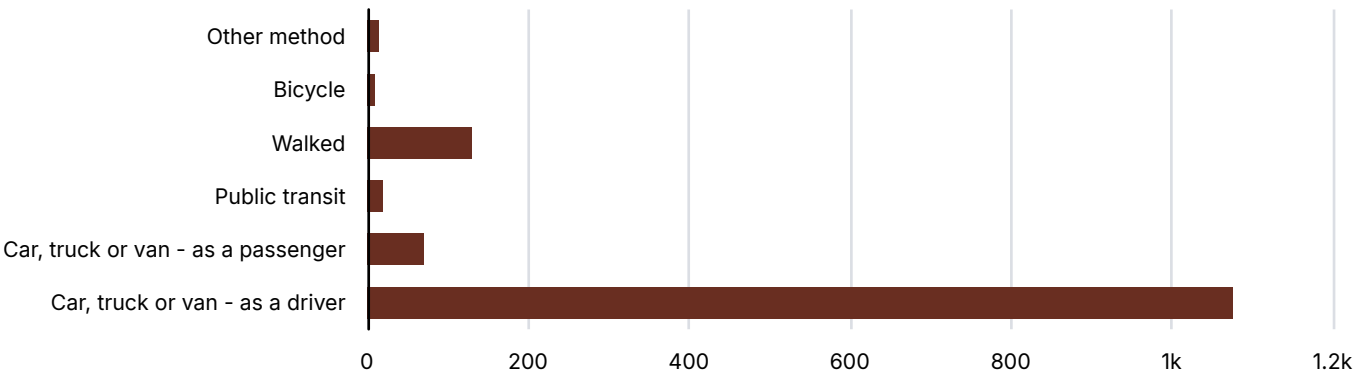


Figure 7.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Claresholm, 2021)¹

In 2021, commuting in Claresholm was dominated by driving. Among employed residents with a usual workplace or no fixed address, 1,075 people reported travelling as car, truck or van drivers, far more than any other mode. Walking was next at 130 people, followed by 70 passengers and 20 transit users. Over five years, driver commuting fell 11.2%, while walking edged down 3.7% and transit remained very small. Bicycle and other methods each dropped 50% from low bases.

In Claresholm, commuting is dominated by car travel in 2021. Most workers drove to work, while much smaller numbers walked, rode as passengers, or used other modes. The largest mode was "car, truck or van - as a driver" at 1,075 people. Walking accounted for 130 people, and riding as a passenger for 70. Public transit was used by 20 people, bicycle by 10, and other methods by 15. The 5-year change shows fewer drivers and walkers, with modest growth in passenger commuting. This pattern points to a strongly driving-oriented commute profile.



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

Data Sources

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

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