2006 Census Bulletin #8
Commuting in Metro Vancouver – Journey to Work

Introduction

This bulletin provides an overview of changes in the commuting distance and travel modes in Metro Vancouver based on data captured in the 2006 Census. Included in this bulletin is information on:

- The changes in median commuting distances between 1996 and 2006;
- Comparisons with other large urban centres
- Comparisons across municipalities
- Nature of the trips reported (shorter versus longer trips)
- Mode of transportation

Changes in Median Commuting Distance

As shown in Table 1, nationally the median commuting distance increased by 0.6 kilometres between 1996 and 2006. During the same time period, the median commuting distance for Metro Vancouver decreased by 0.3 kilometres from 7.7 kilometres to 7.4 kilometres.

Table 1: Median Commute Distance* (Kilometres) for Select Metropolitan Areas, 1996 - 2006

Geographic Area	1996	2006 *	10 Year Change 1996 - 2006
Toronto CMA	9.3	9.4	increase 0.1 km
Calgary CMA	7.5	8.2	increase 0.7 km
Montreal CMA	8.2	8.1	decrease 0.1 km
Edmonton CMA	7.6	7.8	increase 0.2 km
Canada	**7.0**	**7.6**	increase 0.6 km
Vancouver CMA	7.7	7.4	decrease 0.3 km
Abbotsford CMA	n/a	7.3	decrease 0.4 km (5 yr change)
Victoria CMA	4.7	4.6	decrease 0.1 km

** Commute distance applies to population age 15 years and older with usual place of work.*
Source: Statistics Canada

Comparative Data with Other Large Urban Centres

The median distance reported by commuters across Metro Vancouver was 7.4 kilometres. This is comparable to the data reported at the national level and is shorter than the median commuting distances reported in Montreal, Calgary and Toronto.

Changes in Commuting Distances by Municipality

Table 2 shows the median commuting distance reported by municipality. As shown on Table 2, the median commuting distance ranged between 21.4 kilometres for residents living in Lion's Bay to 4.8 kilometres for residents living in North Vancouver City. Vancouver recorded a median trip distance of 5.0 kilometres in 2006. In looking at the general trend reported in Table 2, it is important to note that almost all of the municipalities reported a decrease in median commuting distances between 1996 and 2006. An examination of the municipal level data shows the largest decreases in median commute distances in the region were reported by the Township of Langley and Pitt Meadows, both of which had the median commute distance decrease by 2.0 km between 1996 and 2006.

Table 2: Median Commute Distance* (Kilometres) by Municipality, 1996 - 2006

Municipality	1996	2006 *	10 Year Change (1996 – 2006)
Anmore	12.6	13.3	increase 0.7 km
Belcarra	11.1	12.8	increase 1.7 km
Bowen Island	n/a	18.0	decrease 1.2 km (5 yrs)
Burnaby	8.3	8.2	decrease 0.1 km
Coquitlam	12.0	10.6	decrease 1.4 km
Delta	13.1	12.6	decrease 0.5 km
Electoral Area A	n/a	6.3	decrease 1.4 km (5 yrs)
Langley City	9.4	8.4	decrease 1.0 km
Langley Township	14.3	12.3	decrease 2.0 km
Lions Bay	21.2	21.4	increase 0.2 km
Maple Ridge	14.2	13.3	decrease 0.9 km
New Westminster	9.1	9.1	no change
North Vancouver City	4.7	4.8	increase 0.1 km
North Vancouver District	8.0	7.5	decrease 0.5 km
Pitt Meadows	13.8	11.8	decrease 2.0 km
Port Coquitlam	13.2	11.6	decrease 1.6 km
Port Moody	11.9	11.6	decrease 0.3 km
Richmond	7.5	6.9	decrease 0.6 km
Surrey	12.3	10.9	decrease 1.4 km
Vancouver	5.0	5.0	no change
West Vancouver	8.6	8.2	decrease 0.4 km
White Rock	16.6	15.1	decrease 1.5 km
Metro Vancouver	**7.7**	**7.4**	**decrease 0.3 km**

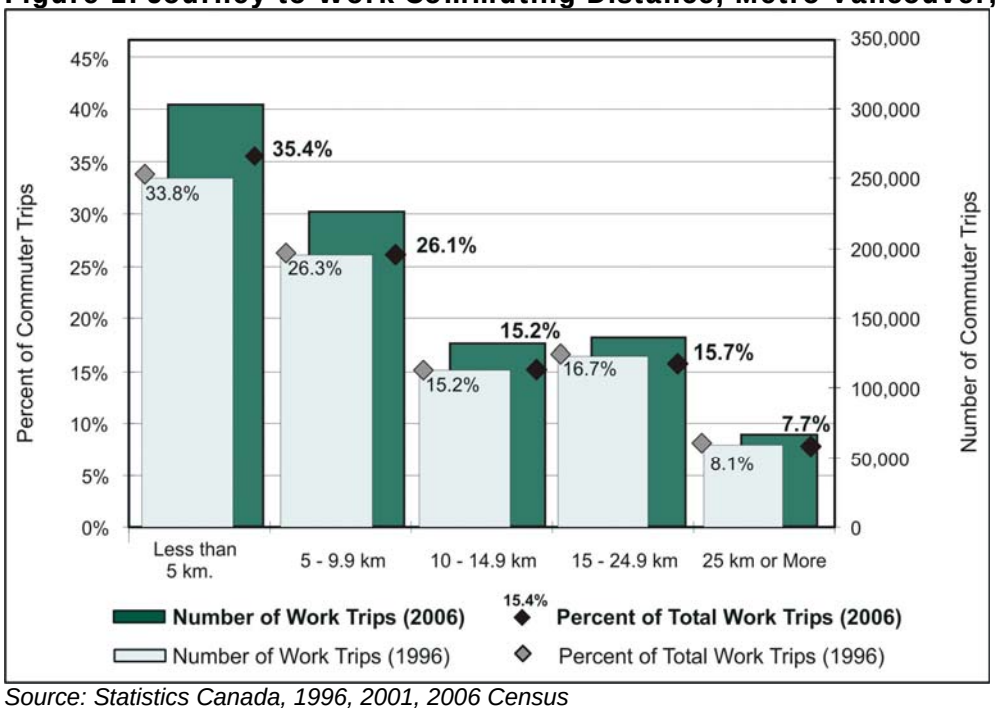
** Commute distance applies to population age 15 years and older with usual place of work.*
Note: Bowen Island incorporated in 1999. The geographic area of Electoral Area A has changed since 1996 Census.
Source: Statistics Canada, 1996, 2006 Census

Nature of the Trips Reported

The Census data groups the journey to work data by the length of trip. Short journey to work trips includes those trips which are less than 5 kilometres while long journey to work trips include trips which are 25 kilometres of more. Figure 1 shows the change in trips by journey to work distance between 1996 and 2006. As shown in Figure 1, short journey to work trips (less than 5 kilometres) make up 35.4% of all journey to work trips in Metro Vancouver. The total number of work trips in this grouping increased 1.6% (55,945 journey to work trips) in the past 10 years, up from 33.8% of all journey to work trips in 1996. Long journey to work trips (more than 25 kilometres) make up approximately 7.7% of all journey to work trips in Metro Vancouver in 2006, a decrease from 8.1% of all journey to work trips in 1996. While the number of journey to work trips increased in all groupings of trip distance, the 10 year net increase in long journeys, (25 kms or more) 6,825 trips, is significantly less than the net increase of 55,945 short

journey to work trips. This indicates that growth in population and employment can occur while simultaneously reducing commute distances for the working population of Metro Vancouver.

Figure 1: Journey to Work Commuting Distance, Metro Vancouver, 1996 - 2006

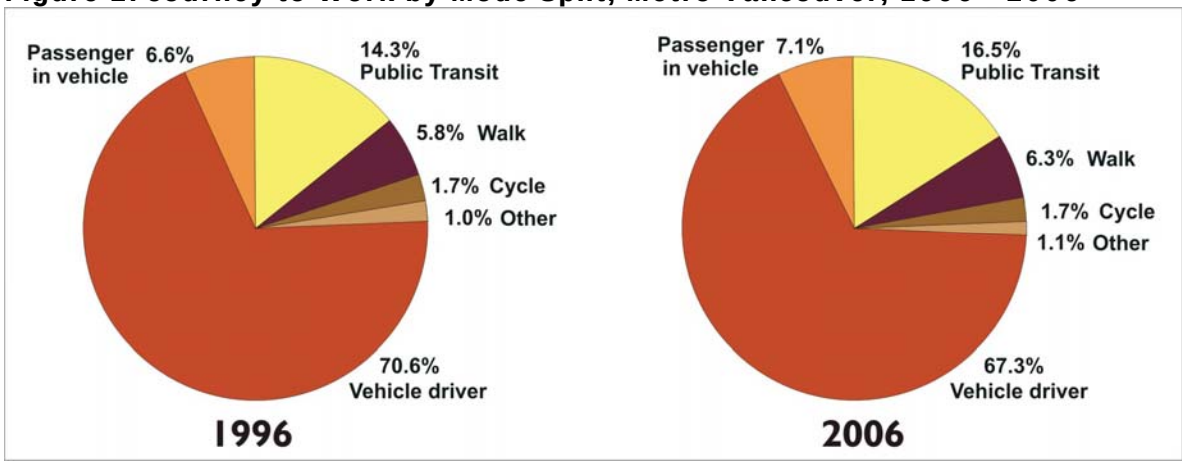


Source: Statistics Canada, 1996, 2001, 2006 Census

Mode of Transportation

Figure 2 shows the changes in mode split between 1996 and 2006. As shown in Figure 2, commuting as the driver of a vehicle dropped from 70.6% of the total in 1996 to 67.3% of the total in 2006. This is an important shift in terms of the region's broader policy objectives which include promoting alternative modes of transportation. The decrease in vehicle use corresponds with an increase in those reporting that they walk or use public transit. Table 3 shows the change in absolute numbers across the different modes.

Figure 2: Journey to Work by Mode Split, Metro Vancouver, 1996 - 2006



Source: Statistics Canada, 1996, 2006 Census

Table 3 shows how the share of commuting by mode of transportation has changed between 1996 and 2006. In 2006, the mode split for commuters in Metro Vancouver was 67.3% as drivers of private vehicles, 7.1% as passengers in private vehicles, 16.5% public transit, 6.3% walk to work, and 1.7% commute by bicycle.

Table 3: Journey to Work Trips by Mode of Transportation, 1996 - 2006

Metro Vancouver	1996		2006		Change (1996 - 2006)	
Mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips	831,280	100	1,003,020	100	171,740	20.7
Car, truck, van, as driver	587,190	70.6	675,075	67.3	87,885	15.0
Car, truck, van, as passenger	54,465	6.6	70,990	7.1	16,525	30.3
Public transit	119,210	14.3	165,435	16.5	46,225	38.8
Walked	48,520	5.8	63,415	6.3	14,895	30.7
Bicycle	13,720	1.7	16,585	1.7	2,865	20.9
Other method	8,175	1.0	11,520	1.1	3,345	40.9

Source: Statistics Canada, 1996, 2006 Census

In comparing the 2006 data with the data from 1996, public transit use for commuting increased from 14.3% (119,210 commuters) of all journey to work trips to 16.5% (165,435 commuters). This translates into a net increase of 46,225 commuters or a 38.8% increase in public transit use over a ten year period.

The number of commuters who walk to work also increased as a share of total journey to work trips between 1996 and 2006. Journey to work trips by walking increased from 5.8% (48,520 commuters) in 1996 to 6.3% (63,415 commuters) in 2006. The net increase of 14,895 people walking to work represents an increase of 30.7% over a ten year period.

Cycling, as a share of total journey to work trips, did not change. However the net number of commuters who reported cycling as their main mode of transportation to work increased from 13,720 in 1996 to 16,585 in 2006. The net increase of 2,865 cycling commuters is an increase of 20.9% over a ten year period.

Comparison with Other Metropolitan Centres

Metro Vancouver is not the only major metropolitan area to report an increase in the use of public transportation for commuting to work. Toronto and Montreal showed minor increases in the proportion of journey to work trips by public transit, whereas Calgary's public transit use for commuting increased from 9.0% of commuting trips in 1996 to 15.6% in 2006.

Calgary also had a high increase in the proportion of commuters who walk to work, increasing by 57% (net increase of 11,570) from 1996 to 2006. Toronto's rate of increase in walk-to-work commuting, 29.7%, is similar to the change reported in Metro Vancouver (30.7%).

With respect to cycling, Metro Vancouver added 2,865 new commuters between 1996 and 2006 who reported that they bike to work. Toronto added 10,200 bike-to-work commuters. Similarly, Montreal added 12,695 bike-to-work commuters; Calgary added 3,115; and Victoria 2,310 bike-to-work commuters. Additional information related to the various trends can be found in Attachment 1. (Median Commuting Distance for Select Metropolitan Areas, 1996 – 2006).

Municipal Distribution of Commuters by Mode of Transportation

This bulletin also provides information on mode of transportation by municipality (Attachment 2). The highest percentage of the employed labour force commuting by public transit were the City of New Westminster (27%), the City of Burnaby (25%) and the City of Vancouver (25%). The municipalities with the lowest percentage of employed labour force commuting by public transit were Langley Township (3%), the City of Langley (6%), Maple Ridge (7%), and White Rock (8%).

Municipalities that showed the largest absolute increase in the number of the employed labour force commuting by public transit between 1996 and 2006 were the City of Vancouver (14,445 commuters), Burnaby (10,025 commuters), and Surrey (6,560 commuters). Coquitlam, New Westminster and Richmond also added more than 3,000 public transit commuters each between 1996 and 2006.

The municipalities with the highest percentage of the employed labour force walking to work are the City of New Westminster (27%), the City of Burnaby (25%) and the City of Vancouver (25%). The municipalities with the lowest percentage of the employed labour force commuting by walking to work are Langley Township (3%), the City of Langley (6%), Maple Ridge (7%), and White Rock (8%).

Municipalities that showed a large increase in the number of the employed labour force walking to work between 1996 and 2006 are the City of Vancouver (8,985), Surrey (930), and Richmond (930).

Map 1 shows how neighbourhoods in Metro Vancouver were commuting to work in 2006. Specifically, the map shows by Census Tract the percentage of trips made by walking, cycling, and transit combined. The pattern that is reflected in the data shows that proximity to regional city centres and/or proximity to a rapid transit network increases the proportion of the population that uses modes of transportation other than a private automobile to travel to work.

Region to Region Commuting

As shown in Table 3, there were 22,080 people commuting from the Fraser Valley to Metro Vancouver for work. This is an increase of 8 % from the 2001 total of 20,445 workers commuting. Table 3 also shows that in 2006 there were nearly three times the numbers of commuters coming from the Fraser Valley to Metro Vancouver (22,080) than were commuting from Metro Vancouver to the Fraser Valley (7,880). There has been little change in the number of commuters from Squamish-Lillooet region over the ten year period.

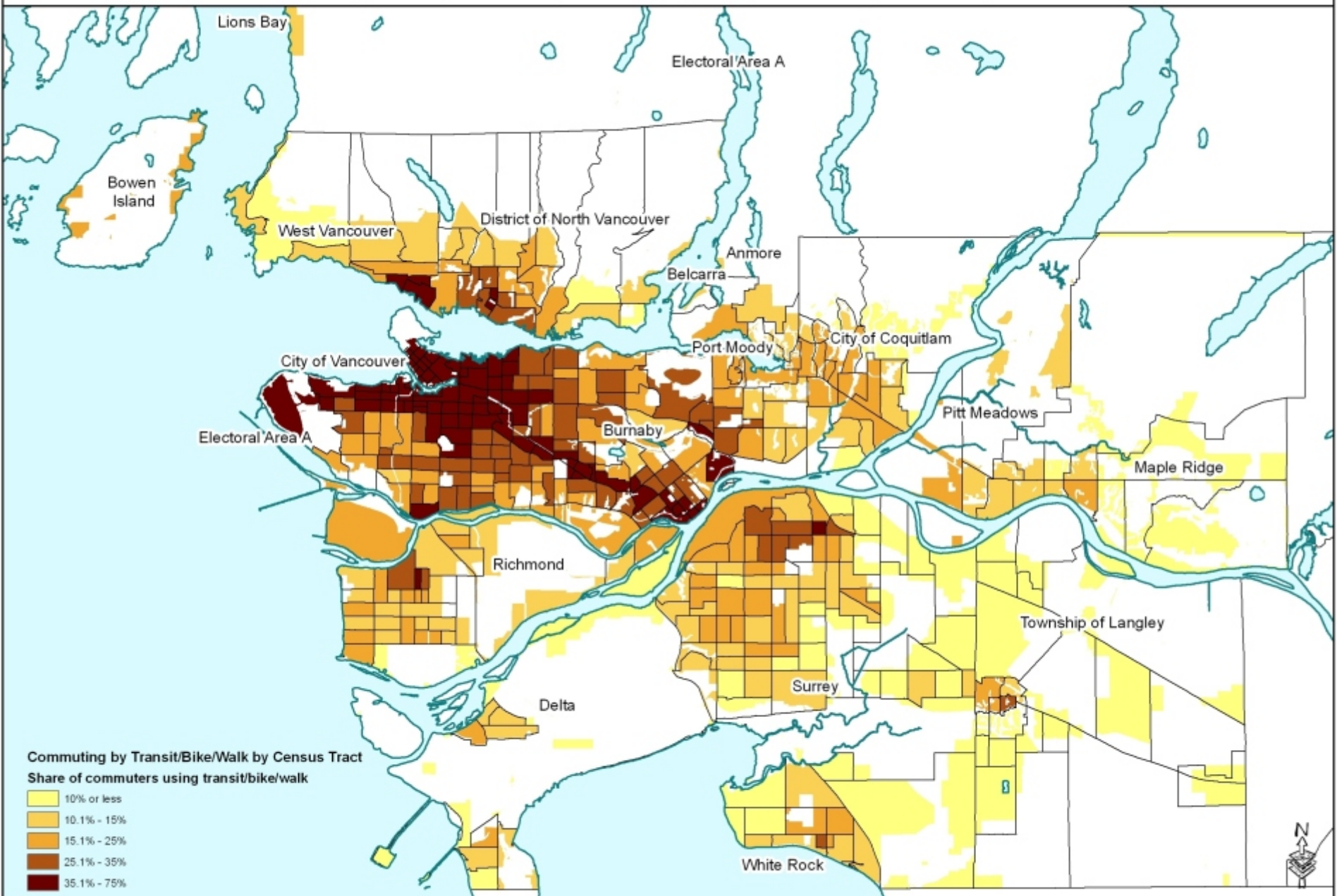
Table 3: Region to Region Commuting, Metro Vancouver, FVRD, SLRD, 1996 - 2006

Region to Region Commuting Pattern	1996 Commuting Labour Force *	2006 Commuting Labour Force *	5 Year Change 2001 - 2006		10 Year Change 1996 - 2006	
			#	%	#	%
Commuting In						
Fraser Valley Regional District commuting in to Metro Vancouver	16,525	22,080	1,635	8%	5,555	34%
Squamish Lillooet Regional District commuting in to Metro Vancouver	1,155	1,235	0	0%	80	7%
Commuting Out						
Metro Vancouver commuting to Fraser Valley Regional District	5,175	7,880	1,700	28%	2,705	52%
Metro Vancouver commuting to Squamish Lillooet Regional District	470	330	-260	-44%	-140	-30%

* Employed Labour Force with a fixed place of work, or work at home. Excludes no-fixed workplace.

Source: Statistics Canada, 1996, 2001, 2006 Census

2006 Journey to Work: Percentage of Trips Made by Walking, Cycling or Transit (combined)



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Note about Census Data.
Commuters refers to Employed Labour Force 15 years and over with usual place of work or no fixed place of work.
Agricultural and green zone lands are excluded for mapping purposes.
Source: Statistics Canada, 2006 Census

Conclusions and Observations

The data shows that an increased proportion of Metro Vancouver's employed labour force is using public transit, walking or cycling to travel to work. This has contributed to an overall decrease in the use of private automobiles. The median commuting distances have also been dropping, indicating that Metro Vancouver has been successful in providing jobs and housing closer together. The decreasing dependence on the private automobile as the primary mode of transportation for commuting to work will also play an important role in helping to meet the region's broader environmental objectives relating to reducing greenhouse gas emissions and particulates. Public transit and walking have seen significant increases in their share of total journey to work trips between 1996 and 2006.

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Attachment 1: Journey to Work Trips by Mode of Transportation for Select Metropolitan Areas, 1996 - 2006

Metro Vancouver	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	831,280	100	1,003,020	100	171,740	20.7
Car, truck, van, as driver	587,190	70.6	675,075	67.3	87,885	15.0
Car, truck, van, as passenger	54,465	6.6	70,990	7.1	16,525	30.3
Public transit	119,210	14.3	165,435	16.5	46,225	38.8
Walked	48,520	5.8	63,415	6.3	14,895	30.7
Bicycle	13,720	1.7	16,585	1.7	2,865	20.9
Other method #	8,175	1.0	11,520	1.1	3,345	40.9

Toronto CMA	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	1,929,780	100	2,433,060	100	503,280	26.1
Car, truck, van, as driver	1,259,335	65.3	1,547,535	63.6	288,200	22.9
Car, truck, van, as passenger	128,675	6.7	182,445	7.5	53,770	41.8
Public transit	424,585	22.0	540,495	22.2	115,910	27.3
Walked	89,140	4.6	115,625	4.8	26,485	29.7
Bicycle	14,490	0.8	24,690	1.0	10,200	70.4
Other method #	13,555	0.7	22,270	0.9	8,715	64.3

Montreal CMA	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	1,417,195	100	1,716,490	100	299,295	21.1
Car, truck, van, as driver	943,355	66.6	1,122,045	65.4	178,690	18.9
Car, truck, van, as passenger	78,130	5.5	86,165	5.0	8,035	10.3
Public transit	287,900	20.3	367,755	21.4	79,855	27.7
Walked	84,020	5.9	98,560	5.7	14,540	17.3
Bicycle	14,705	1.0	27,400	1.6	12,695	86.3
Other method #	9,085	0.6	14,565	0.8	5,480	60.3

Calgary CMA	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	403,375	100	584,500	100	181,125	44.9
Car, truck, van, as driver	310,315	76.9	403,815	69.1	93,500	30.1
Car, truck, van, as passenger	27,850	6.9	43,960	7.5	16,110	57.8
Public transit	36,350	9.0	91,370	15.6	55,020	151.4
Walked	20,180	5.0	31,750	5.4	11,570	57.3
Bicycle	4,450	1.1	7,565	1.3	3,115	70.0
Other method #	4,230	1.0	6,040	1.0	1,810	42.8

Edmonton CMA	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	409,520	100	546,065	100	136,545	33.3
Car, truck, van, as driver	298,165	72.8	409,655	75.0	111,490	37.4
Car, truck, van, as passenger	29,655	7.2	42,745	7.8	13,090	44.1
Public transit	51,500	12.6	52,990	9.7	1,490	2.9
Walked	22,175	5.4	27,815	5.1	5,640	25.4
Bicycle	4,320	1.1	6,230	1.1	1,910	44.2
Other method #	3,705	0.9	6,630	1.2	2,925	78.9

Victoria CMA	1996		2006		Change (1996 - 2006)	
mode of transportation	#	%	#	%	#	%
Total Journey to Work Trips *	135,445	100	158,515	100	23,070	17.0
Car, truck, van, as driver	90,945	67.1	102,925	64.9	11,980	13.2
Car, truck, van, as passenger	9,220	6.8	10,715	6.8	1,495	16.2
Public transit	13,385	9.9	16,205	10.2	2,820	21.1
Walked	13,225	9.8	16,510	10.4	3,285	24.8
Bicycle	6,640	4.9	8,950	5.6	2,310	34.8
Other method #	2,030	1.5	3,210	2.0	1,180	58.1

** Age 15 years and over with usual place of work or no fixed workplace address by mode of transportation - 20% sample data*

 # includes motorcycle and taxi

Source: Statistics Canada, 2006 Census

Attachment 2, Table 1: Journey to Work Trips by Mode of Transportation in Metro Vancouver, 2006

Municipality	Total - Journey to Work Trips 2006	(%)	Car, truck, van, as driver		Car, truck, van, as passenger		Public transit		Walked		Bicycle		Other (includes taxi & motorcycle)	
			number	(%)	number	(%)	number	(%)	number	(%)	number	(%)	number	(%)
Anmore	910	100%	760	84%									150	16%
Belcarra	365	100%	315	86%									50	14%
Bowen Island	1,625	100%	1,115	69%	110	7%	215	13%	130	8%			55	3%
Burnaby	93,660	100%	58,815	63%	5,520	6%	23,440	25%	4,285	5%	720	1%	1,600	2%
Coquitlam	54,585	100%	40,275	74%	3,955	7%	7,565	14%	2,035	4%	310	1%	755	1%
Delta	46,010	100%	35,865	78%	3,380	7%	4,190	9%	1,680	4%	300	1%	895	2%
Greater Vancouver A	4,325	100%	1,575	36%	185	4%	620	14%	1,480	34%	405	9%	465	11%
Langley City	11,490	100%	8,955	78%	890	8%	690	6%	680	6%	145	1%	275	2%
Langley Township	45,280	100%	38,455	85%	3,255	7%	1,315	3%	1,490	3%	270	1%	765	2%
Lions Bay	575	100%	455	79%									0	0%
Maple Ridge	33,275	100%	26,555	80%	2,440	7%	2,475	7%	1,090	3%	225	1%	715	2%
New Westminster	30,490	100%	18,390	60%	1,485	5%	8,155	27%	1,870	6%	250	1%	590	2%
North Vancouver City	23,720	100%	14,720	62%	1,325	6%	4,825	20%	2,220	9%	450	2%	630	3%
North Vancouver District	37,805	100%	29,245	77%	2,490	7%	3,765	10%	1,360	4%	540	1%	945	2%
Pitt Meadows	7,880	100%	6,260	79%	505	6%	775	10%	220	3%			120	2%
Port Coquitlam	27,005	100%	20,650	76%	2,110	8%	2,890	11%	735	3%	275	1%	620	2%
Port Moody	14,085	100%	10,415	74%	1,080	8%	1,935	14%	475	3%			180	1%
Richmond	78,530	100%	57,605	73%	7,005	9%	9,280	12%	2,910	4%	1,045	1%	1,730	2%
Surrey	184,360	100%	140,295	76%	16,315	9%	20,040	11%	4,830	3%	765	0%	2,880	2%
Vancouver	280,545	100%	144,480	51%	17,150	6%	70,475	25%	34,245	12%	10,415	4%	14,195	5%
West Vancouver	15,360	100%	11,565	75%	1,040	7%	1,445	9%	830	5%	235	2%	480	3%
White Rock	8,055	100%	6,315	78%	385	5%	670	8%	535	7%			150	2%
Metro Vancouver	**1,003,025**	100%	**675,080**	67%	**70,990**	7%	**165,435**	16%	**63,415**	6%	**16,585**	2%	**28,105**	3%

* Age 15 years and over with usual place of work or no fixed workplace address by mode of transportation - 20% sample data

Note: Values of less than 100 have been suppressed due to sampling error.

Source: Statistics Canada, 2006 Census

Attachment 2, Table 2: Journey to Work Trips by Mode of Transportation in Metro Vancouver, 1996

Municipality	Total - Journey to Work Trips 1996	(%)	Car, truck, van, as driver number	(%)	Car, truck, van, as passenger number	(%)	Public transit number	(%)	Walked number	(%)	Bicycle number	(%)	Other (includes taxi & motorcycle) number	(%)
Anmore	490	100%	450	92%									40	8%
Belcarra	405	100%	355	88%									50	12%
Bowen Island	1,255	100%	830	66%	150	12%	140	11%					135	11%
Burnaby	79,735	100%	56,045	70%	5,175	6%	13,415	17%	3,645	5%	820	1%	635	1%
Coquitlam	47,755	100%	37,985	80%	3,170	7%	4,460	9%	1,455	3%	325	1%	360	1%
Delta	45,580	100%	36,715	81%	2,645	6%	4,025	9%	1,520	3%	395	1%	280	1%
Greater Vancouver A	3,005	100%	1,445	48%			345	11%	770	26%	330	11%	115	4%
Langley City	10,100	100%	8,370	83%	750	7%	365	4%	410	4%			205	2%
Langley Township	36,445	100%	31,790	87%	2,140	6%	925	3%	1,080	3%	215	1%	295	1%
Lions Bay	645	100%	595	92%									0	0%
Maple Ridge	24,580	100%	20,495	83%	1,615	7%	1,090	4%	860	3%	270	1%	250	1%
New Westminster	24,075	100%	15,765	65%	1,400	6%	4,815	20%	1,595	7%	205	1%	295	1%
North Vancouver City	21,710	100%	13,195	61%	1,585	7%	4,295	20%	2,035	9%	365	2%	235	1%
North Vancouver District	38,875	100%	30,060	77%	2,530	7%	4,215	11%	1,305	3%	505	1%	260	1%
Pitt Meadows	5,935	100%	4,845	82%	335	6%	450	8%	210	4%			95	2%
Port Coquitlam	22,510	100%	18,250	81%	1,380	6%	1,795	8%	725	3%	180	1%	180	1%
Port Moody	10,575	100%	8,480	80%	600	6%	1,115	11%	220	2%			160	2%
Richmond	64,260	100%	49,540	77%	5,125	8%	6,035	9%	1,980	3%	1,080	2%	500	1%
Surrey	131,720	100%	102,180	78%	9,990	8%	13,480	10%	3,900	3%	835	1%	1,335	1%
Vancouver	236,695	100%	130,345	55%	14,460	6%	56,030	24%	25,260	11%	7,720	3%	2,880	1%
West Vancouver	15,845	100%	12,520	79%	840	5%	1,360	9%	710	4%	185	1%	230	1%
White Rock	7,075	100%	5,545	78%	350	5%	520	7%	540	8%			120	2%
Metro Vancouver	**831,275**	100%	**587,190**	**71%**	**54,465**	**7%**	**119,205**	**14%**	**48,520**	**6%**	**13,720**	**2%**	**8,175**	**1%**

* Age 15 years and over with usual place of work or no fixed workplace address by mode of transportation - 20% sample data

Note: Values of less than 100 have been suppressed due to sampling error.

Source: Statistics Canada, 1996 Census

Attachment 2, Table 3: Change in Journey to Work Trips, by Mode of Transportation, in Metro Vancouver, 1996 - 2006

Municipality	Total - Journey to Work Trips 1996	Change 96-06 (%)	Car, truck, van, as driver		Car, truck, van, as passenger		Public transit		Walked		Bicycle		Other (includes taxi & motorcycle)	
			number	(%)	number	(%)	number	(%)	number	(%)	number	(%)	number	(%)
Anmore	420	86%	310	69%									110	n/a
Belcarra													0	n/a
Bowen Island	370	29%	285	34%									-80	-59%
Burnaby	13,925	17%	2,770	5%	345	7%	10,025	75%	640	18%	-100	-12%	965	152%
Coquitlam	6,830	14%	2,290	6%	785	25%	3,105	70%	580	40%	-15	-5%	395	110%
Delta	430	1%	-850	-2%	735	28%	165	4%	160	11%	-95	-24%	615	220%
Greater Vancouver A	1,320	44%	130	9%			275	80%	710	92%	75	23%	350	304%
Langley City	1,390	14%	585	7%	140	19%	325	89%	270	66%			70	34%
Langley Township	8,835	24%	6,665	21%	1,115	52%	390	42%	410	38%	55	26%	470	159%
Lions Bay	-70	-11%	-140	-24%									0	n/a
Maple Ridge	8,695	35%	6,060	30%	825	51%	1,385	127%	230	27%	-45	-17%	465	186%
New Westminster	6,415	27%	2,625	17%	85	6%	3,340	69%	275	17%	45	22%	295	100%
North Vancouver City	2,010	9%	1,525	12%	-260	-16%	530	12%	185	9%	85	23%	395	168%
North Vancouver District	-1,070	-3%	-815	-3%	-40	-2%	-450	-11%	55	4%	35	7%	685	263%
Pitt Meadows	1,945	33%	1,415	29%	170	51%	325	72%	10	5%			25	26%
Port Coquitlam	4,495	20%	2,400	13%	730	53%	1,095	61%	10	1%	95	53%	440	244%
Port Moody	3,510	33%	1,935	23%	480	80%	820	74%	255	116%			20	13%
Richmond	14,270	22%	8,065	16%	1,880	37%	3,245	54%	930	47%	-35	-3%	1,230	246%
Surrey	52,640	40%	38,115	37%	6,325	63%	6,560	49%	930	24%	-70	-8%	1,545	116%
Vancouver	43,850	19%	14,135	11%	2,690	19%	14,445	26%	8,985	36%	2,695	35%	11,315	393%
West Vancouver	-485	-3%	-955	-8%	200	24%	85	6%	120	17%	50	27%	250	109%
White Rock	980	14%	770	14%	35	10%	150	29%					30	25%
Metro Vancouver	**171,750**	21%	**87,890**	**15%**	**16,525**	**30%**	**46,230**	**39%**	**14,895**	**31%**	**2,865**	**21%**	**19,930**	244%

* Age 15 years and over with usual place of work or no fixed workplace address by mode of transportation - 20% sample data

Note: Values of less than 100 have been suppressed due to sampling error.

Source: Statistics Canada, 1996 Census, 2006 Census