

Burlington Highlights

↑ 10,900 trips

Burlington saw an average of 406,100 trips taken to the city on weekdays, an increase of 2.76% (10,900) from 2011.

13% Transit Pass

Valid transit pass ownership has increased significantly in Burlington. 2016 saw 11,080 more transit pass holders and a total rate of 13% - 6% higher than in 2011.

48,000 Commuters

57% of the 84,300 on average trips taken to Burlington from 6-9AM were for work. With over 48,000 commuters, Burlington attracts the equivalent of 27% of its population, compared to the under 23% overall rate in Halton.

Abstract

The 2016 Transportation Tomorrow Survey (TTS) was conducted on behalf of 23 local, regional, provincial, and transit operating agencies in the Greater Toronto and Hamilton Area (GTHA) and surrounding regions. The survey is conducted every five years, with a random sample of households provided by Canada Post from a database of mailable residential addresses. A requirement was set to obtain a 5% sample of occupied dwelling units. In this cycle, 36% of participating household completed the survey via telephone interview and 64% completed the survey online.

Introduction

This report analyzes the statistics for Burlington and Halton. Importantly, it:

- Analyzes shifts in transportation patterns between 2011 and 2016 in Burlington and across Wards,
- Compares transportation patterns in Burlington and Halton Region, and
- Analyzes key household and population characteristics and changes between 2011 and 2016.

Disclaimer: This report is based on the Transportation Tomorrow Survey, using a self-reported data sample. Conclusions from this report should be made with caution. The Burlington Economic Development Corporation does not warrant the completeness or accuracy of the information contained in this report and does not accept liability arising from the use or misuse of all or portions of such information.

TRIPS MADE BY RESIDENTS OF BURLINGTON

Highlights:

- Burlington saw a 66% increase in the number of residents travelling by cycling or walking during the 6-9AM period. This amounts to a 3% increase in the share of total trips made during this period, or an absolute increase of 2,844.
- A total of 23% of Ward 5's residents travelled by a method other than as a driver or passenger during the 6-9AM period. This compares favourably to the 20% rate seen across Halton.
- Over 45,000 trips were taken during the 6-9AM period for work. This represents an absolute increase of 4,263 from 2011, or a 3% increase in the share of all trips during this period.

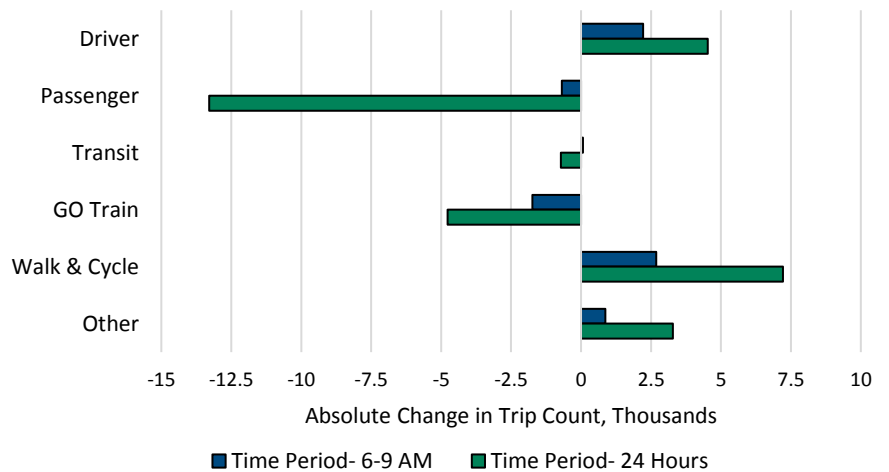
Mode of Travel, 6-9AM



Predictably, the mode of travel in Burlington remains dominated by drivers. While the rate of drivers among all modes of travel during the 6-9AM period remained unchanged from 2011, during the 24-hour period drivers increased their share by 2%.

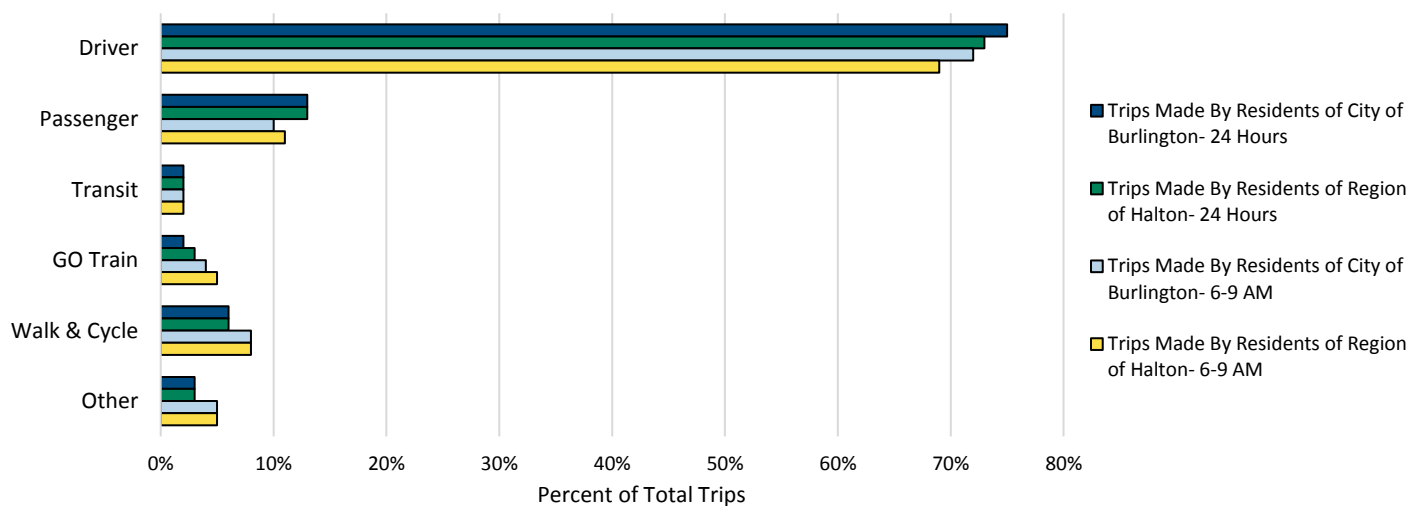
Of note, the proportion of trips taken as a passenger or on the GO train dropped for both periods from 2011 to 2016. The decline was most pronounced for the passenger category across the 24-hour period, with nearly 20% fewer passengers. This amounts to an absolute decrease of around 13,000.¹ One possible explanation for this drop is an aging population.

Change in Mode of Travel, Burlington 2011-2016



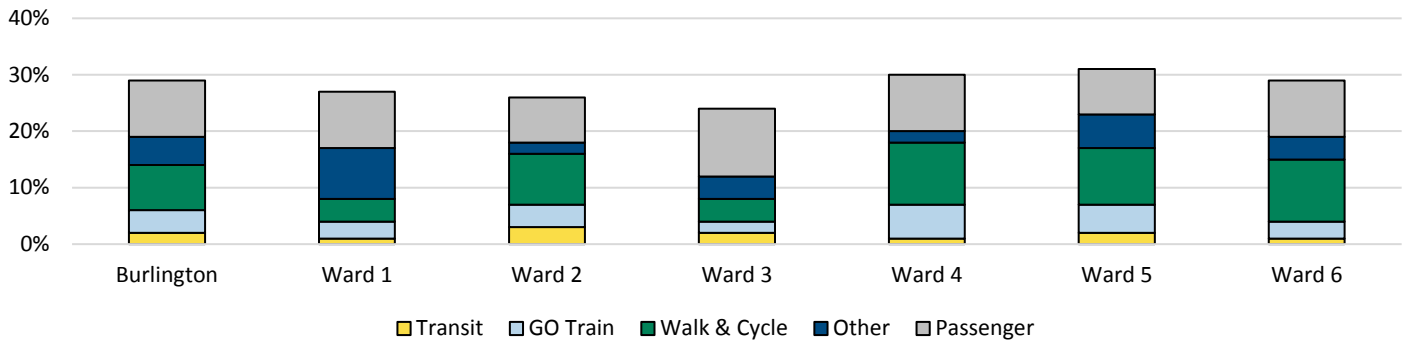
Compared to the overall region of Halton, Burlington has relatively similar rates across all modes of travel. Small differences exist in the driver (higher in Burlington across both periods), passenger (lower in Burlington for the 6-9AM period only) and GO train categories (lower in Burlington across both periods).

Comparisons in Mode of Travel, Burlington and Halton, 2016



¹ Note that the absolute values found in this section are based upon rounded percentages as found in the TTS. Consideration should be given to the existence of a high margin of error.

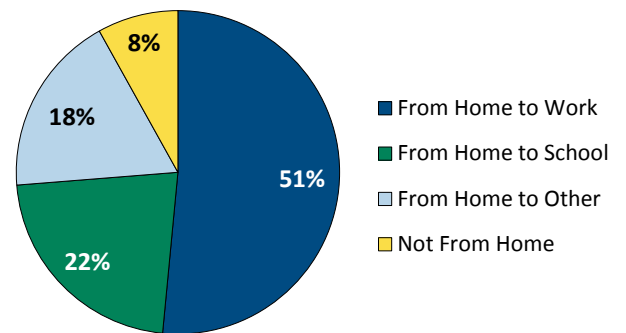
Mode of Travel Across Wards in Burlington, 6-9AM Period



Looking between Wards, notable differences are apparent. Ward 3 has the lowest share of residents travelling by methods other than as a driver or passenger, with a rate of 12%. This compares to Ward 5, with a rate of 23% across all other categories. Wards 2,4,5, and 6 all boast high rates of trips taken by walking or cycling, at 9-11%. Ward 1 includes a significantly higher proportion, at 9%, of trips taken in the 'other' category.

Trip Purpose

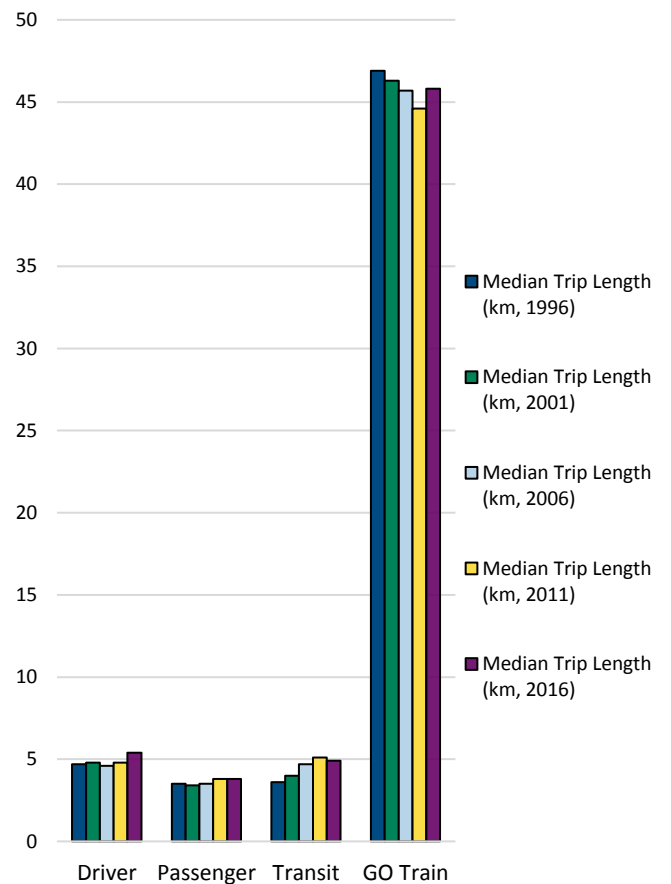
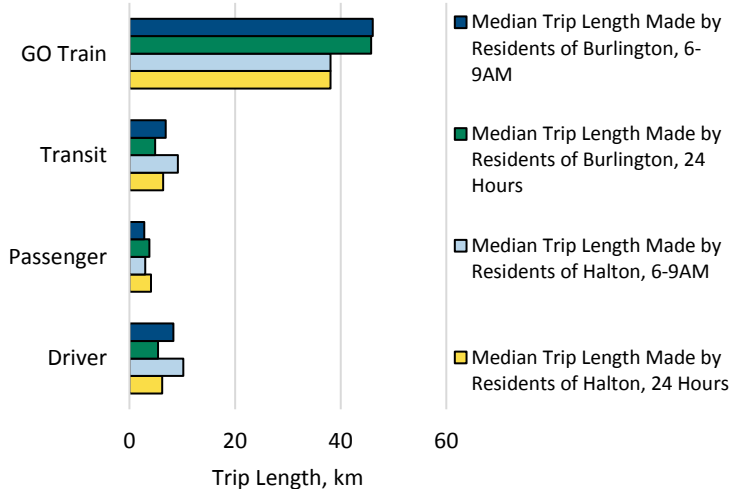
Over half of trips made during the 6-9AM period were from home to work. These proportions predictably shift over the 24-hour period, with a combined 60% of trips from home to somewhere other than work or school, or not from home. The overall patterns across both periods are consistent with the wider Halton region.



Trip Length

Burlington residents using the GO Train travelled greater distances across both periods than residents of Halton overall. By all other modes of travel however, trip lengths made by residents of Burlington were shorter.

Median trip lengths across the 24-hour period have remained relatively stable over the past 20 years. One exception to this has been the length of trips made using transit. While the absolute amount has only increased by 1.3km, this amounts to a 36% increase with a mostly consistent trend. The median length for driving increased by a slight amount, from 4.7 to 5.4km, however the trend remains unclear.



TRIPS MADE TO BURLINGTON

Highlights:

- An average of 84,300 trips were taken to Burlington during the 6-9AM period, and 406,100 over the 24-Hour period. As a percent of the city's population, this equates to 47% and 226%, respectively. This compares favourably to the 46% and 206% found in the wider region of Halton.
- Over 48,000 trips were taken to Burlington during the 6-9AM period for work. This represents an absolute increase of 9,207 from 2011, or a 5% increase in the share of all trips during this period.
- 27,000 trips were taken to Ward 4 during the 6-9AM period. This is the equivalent of 77% of the Ward's population. 64% of those trips were for work.

Mode of Travel, 6-9AM

Burlington



Halton



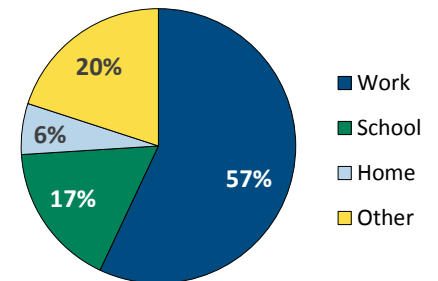
Trips are distributed similarly among modes of travel in Burlington and across the wider Halton region. Slight differences include a higher rate of drivers in Burlington, and a lower rate of passengers.

Trip Purpose

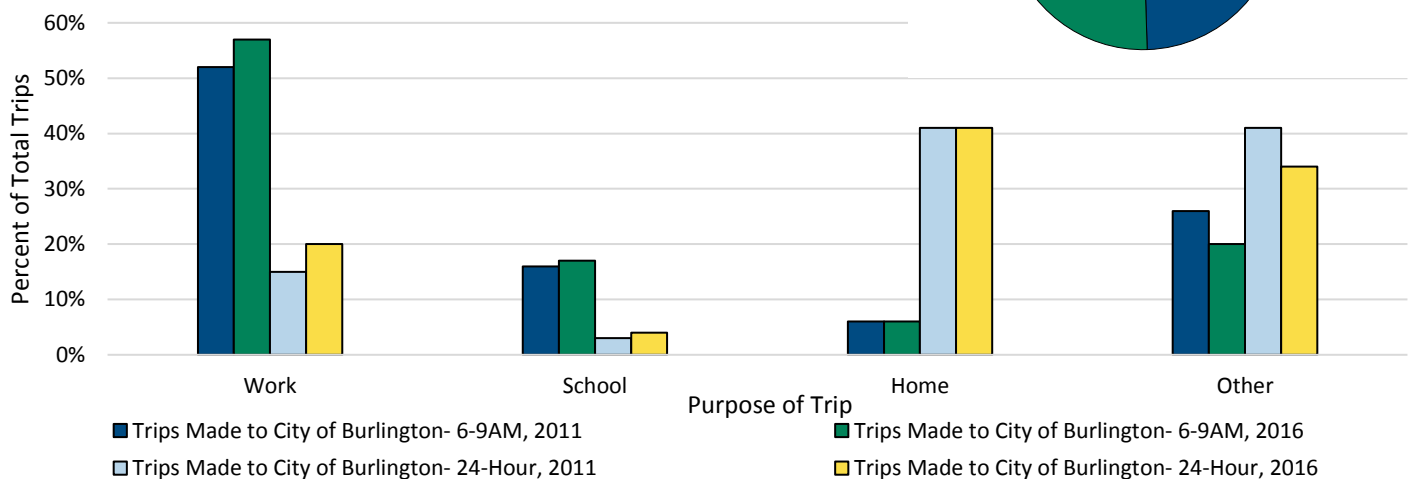
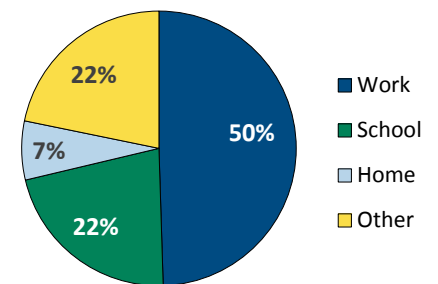
A higher percent of trips to Burlington are made for work, as compared to the Halton Region. 7% more trips are for work when coming to Burlington, resulting in a lower percent for all other purposes.

The makeup of trip purposes has changed across all categories from the previous survey. Work related trips have increased by 5% in both the 6-9AM period and the overall 24-hour period. Trips to school have also increased, by around 1%, while the 'other' category has fallen by 6% in the 6-9AM period and 7% in the 24-hour period.

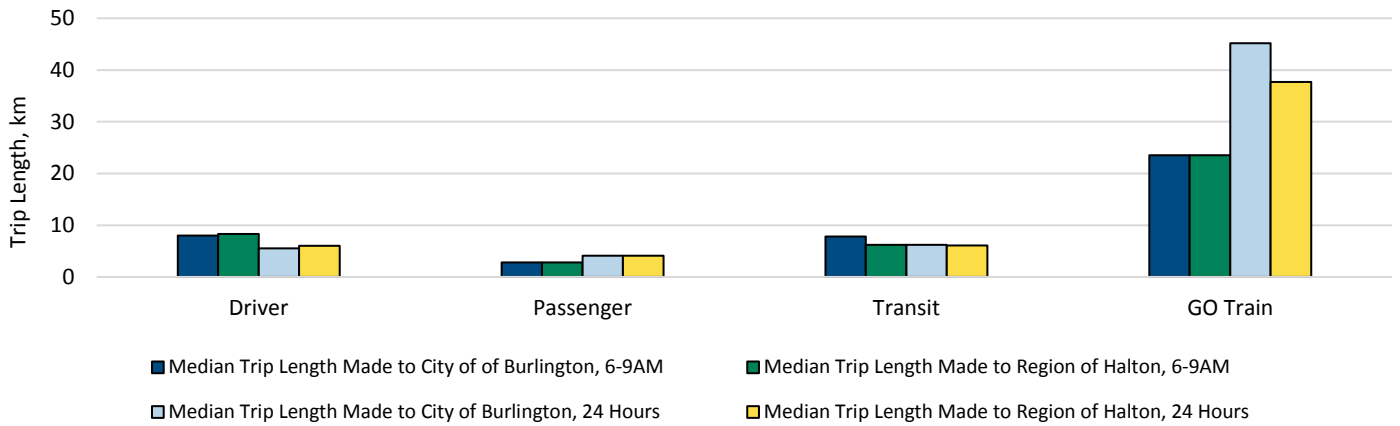
Burlington, 6-9AM, 2016



Halton, 6-9AM, 2016

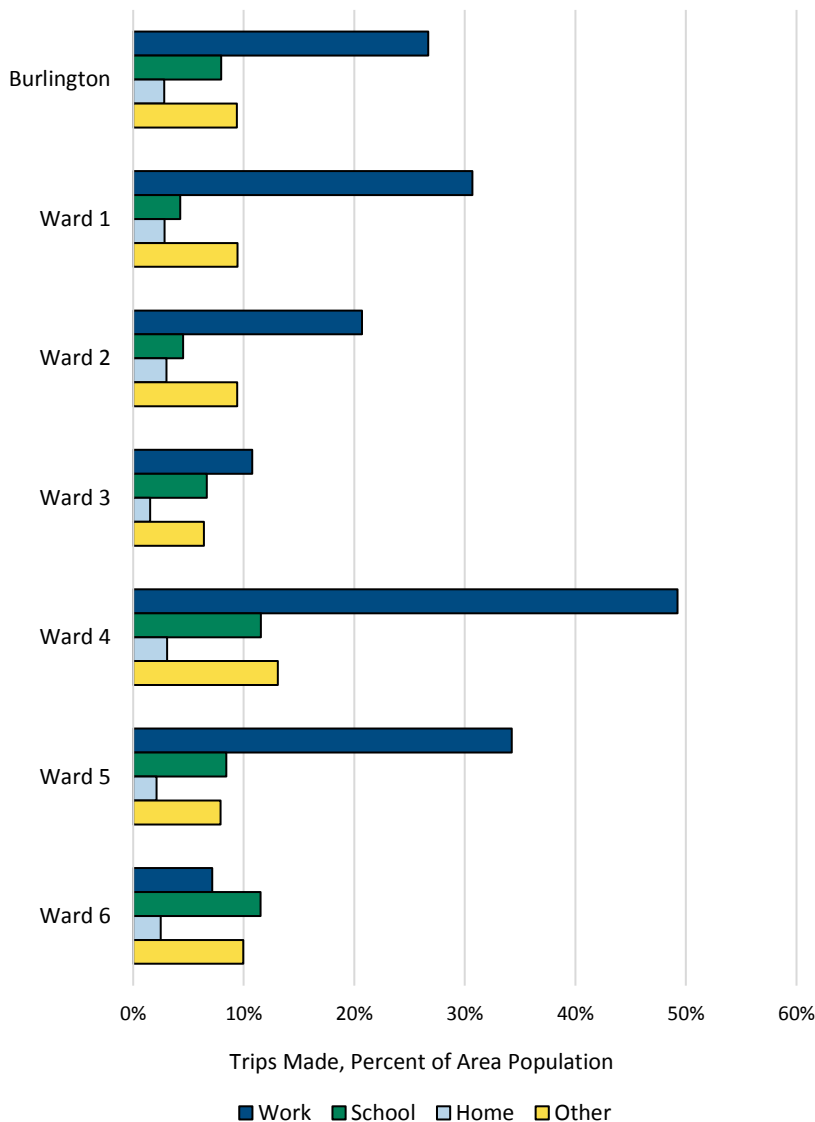


Trip Length



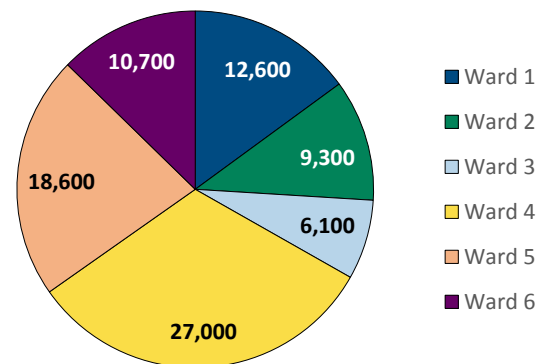
In terms of distance travelled when coming to Burlington and Halton, the sole significant difference is found in trips using the GO Train during the 24-hour period. Average distance in this category is 7.5km longer when travelling to Burlington. Trips by driving are slightly shorter when travelling to Burlington compared to Halton, while trips by transit are slightly longer.

Trips Made to Burlington and Each Ward, 6-9AM



Most trips made to Burlington between 6 and 9AM were for work. In terms of absolute values, Ward 4 attracts the highest number of trips across all purposes. Out of the 84,300 average trips made to Burlington during this period, 27,000 were to Ward 4.

As a percent of each region's population, the trips made to Burlington and each Ward vary considerably. For trips made to work, Ward 4 attracts the equivalent of 49% of its population from outside of the area. Ward 1 and 5 see high figures in this category as well, at 31% and 34%, respectively. For trips made to school, both Ward 4 and Ward 6 attract the equivalent of 12% of their respective populations.



OTHER NOTABLE TRENDS

Transit Pass Holders

The percent of Burlington's population in possession of a valid transit pass has increased significantly. From 2011 to 2016, 11,080 more residents held transit passes. This represented a nearly 90% increase in the absolute count of transit pass holders. The rate of transit pass holders among the total population of Burlington increased by 6%, to a total rate of 13% in 2016.

Employment Types

The number of full-time workers recovered by 2% over the 2006-2016 period, after falling by the same amount in the five-year period prior. The 39% overall rate hides a significant difference between genders however, with 45% of male employment full-time, compared to 33% of female employment. This gap closed by 5% in the 2001-2016 period, with a 3% decrease in male full-time employment and a 2% increase in female full-time employment. An inverse gap and trend can be seen for part-time employment, with 7% of male employment part-time and 12% of female employment part-time.

Household Sizes

The average number of people per household seems to have remained relatively constant from 2001 to 2016, although the inclusion of a '5+ people' category prevents a definitive statement being made. In 2016, the average household size was at least 2.49, whereas in 2011 this figure was only slightly higher with at least 2.52 people per household. Particularly noteworthy is the increase in households consisting of only one person. Currently at 25%, this category has risen 5% per each 15-year period of available data.

Trips per Day

The average number of trips per day taken by households continues to decline. In 1986, the household average trips per day stood at 7.2. By 1996, this number had dropped to 6.3. In every survey conducted since, the number of trips per day has decreased, to a new low of 5.6 trips per day in 2016.

Dwelling Types

The makeup of dwelling types in Burlington has followed a consistent trend since 2001. The rate of residents occupying houses has decreased by 11%, from a high of 67% in 2001 to 56% in 2016. This decline corresponds to an 8% increase in residents living in townhouses, and a 3% increase in residents living in apartments over the same 2001 to 2016 period.

Number of Available Vehicles

It would appear that the number of available vehicles per household is the highest among available data. While the inclusion of a '4+ vehicles' category prevents precise calculation, in 2016 the average available vehicles for households in Burlington was at least 1.75. In 2011, this number stood nearly 5% lower, at 1.66.