TOWN OF RICHMOND HILL

## 2006 STATISTICS

POPULATION AND EMPLOYED LABOUR FORCE


EMPLOYMENT


## WORK TRIP ORIGINS AND DESTINATIONS



TOWN OF RICHMOND HILL


TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF RICHMOND HILL

| Trip Purpose Category |  |  |  |  |  |  |  | Mode of Travel |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Period | Trips | \% of 24 hr . | HB-W | HB-S | HB-D | $\mathrm{N}-\mathrm{HB}$ |  | Auto Driver | Auto Passng. | Local <br> Transit | $\begin{aligned} & \text { GO } \\ & \text { Train } \end{aligned}$ | Walk \& Cycle | Other |
| 6-9 a.m. | $\begin{aligned} & 89,400 \\ & 773,300 \\ & 51,200 \\ & 21,900 \end{aligned}$ | $\begin{aligned} & 26.1 \% \\ & 24.7 \% \\ & 25.0 \% \\ & 24.3 \% \end{aligned}$ | $\begin{aligned} & 44 \% \\ & 47 \% \\ & 50 \% \\ & 65 \% \end{aligned}$ | $\begin{aligned} & 22 \% \\ & 23 \% \\ & 24 \% \\ & 20 \% \end{aligned}$ | $\begin{aligned} & 22 \% \\ & 20 \% \\ & 18 \% \\ & 10 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 12 \% \\ 10 \% \\ 9 \% \\ 5 \% \end{array} \end{aligned}$ |  | $\begin{aligned} & \begin{array}{l} 63 \% \\ 644 \% \\ 65 \% \\ 66 \% \% \end{array} \end{aligned}$ | $\begin{aligned} & 14 \% \\ & 14 \% \\ & 13 \% \\ & 9 \% \end{aligned}$ | $\begin{aligned} & 9 \% \\ & 9 \% \\ & 9 \% \\ & 12 \% \end{aligned}$ | $\begin{aligned} & 4 \% \\ & 4 \% \\ & 2 \% \\ & 1 \% \end{aligned}$ | $\begin{aligned} & 5 \% \\ & 5 \% \\ & 5 \% \\ & 5 \% \end{aligned}$ | $\begin{aligned} & 5 \% \\ & 5 \% \\ & 7 \% \\ & 7 \% \end{aligned}$ |
| 24 hours | $\begin{aligned} & 343,000 \\ & 247,000 \\ & 204,700 \\ & 90,200 \end{aligned}$ |  | $\begin{aligned} & 31 \% \\ & 319 \% \\ & 33 \% \\ & 38 \% \end{aligned}$ | $\begin{aligned} & 133 \% \\ & \text { 14\% } \\ & 13 \% \end{aligned}$ | $\begin{aligned} & 40 \% \\ & 39 \% \\ & 386 \% \\ & 366 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 16 \% \\ 17 \% \\ \text { 15\% } \\ 12 \% \end{array} \end{aligned}$ |  | $\begin{aligned} & 67 \% \\ & 69 \% \\ & 70 \% \\ & 69 \% \end{aligned}$ | $\begin{aligned} & \text { 17\% } \\ & \hline 17 \% \\ & 16 \% \\ & 13 \% \end{aligned}$ | $\begin{aligned} & 7 \% \\ & 6 \% \\ & 7 \% \\ & 8 \% \end{aligned}$ | $\begin{aligned} & 2 \% \\ & 2 \% \\ & 1 \% \\ & 1 \% \end{aligned}$ | $\begin{aligned} & 4 \% \\ & 3 \% \\ & 3 \% \\ & 4 \% \end{aligned}$ | $\begin{aligned} & 3 \% \\ & 3 \% \\ & 4 \% \\ & 5 \% \end{aligned}$ |
| Percentage of | s made | vithin district: | -9 a.m. $=$ | $\begin{aligned} & 38 \% \\ & 355 \% \\ & 35 \% \\ & 27 \% \end{aligned}$ | 24 hours = | $\begin{aligned} & 41 \% \\ & 38 \% \\ & 30 \% \\ & 37 \% \end{aligned}$ | Median Trip <br> Length (km): | $\begin{aligned} & 7.1 \\ & 7.3 \\ & 7.5 \\ & 8.3 \end{aligned}$ | $\begin{aligned} & 4.4 \\ & 4.4 \\ & 4.0 \\ & 5.5 \end{aligned}$ | $\begin{aligned} & 16.9 \\ & 17.9 \\ & 14.1 \\ & 17.1 \end{aligned}$ | $\begin{aligned} & 26.2 \\ & 25.7 \\ & 55.0 \\ & 24.8 \end{aligned}$ |  |  |
| TRIPS TO RICHMOND HILL Destination Purpose Mode of Travel |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Period | Trips | \% of 24 hr . | Work | School | Home | Other |  | Auto Driver | Auto Passng. | Local Transit | $\begin{gathered} \text { GO } \\ \text { Train } \end{gathered}$ | Walk \& Cycle | Other |
| 6-9 a.m. | $\begin{aligned} & \text { 61,900 } \\ & 5,0,100 \\ & 40,000 \\ & 16,700 \end{aligned}$ | $\begin{aligned} & 20.7 \% \\ & 19.8 \% \\ & 21.6 \% \\ & 19.7 \% \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 43 \% \\ 43 \% \\ 53 \% \\ 644 \% \end{array} \end{aligned}$ | $\begin{aligned} & \begin{array}{l} 25 \% \\ 28 \% \\ 24 \% \\ 21 \% \end{array} \end{aligned}$ | $\begin{aligned} & 7 \% \\ & 5 \% \\ & 5 \% \\ & 3 \% \\ & 3 \% \end{aligned}$ | $\begin{aligned} & 24 \% \\ & 24 \% \\ & 17 \% \\ & 12 \% \end{aligned}$ |  | $\begin{aligned} & 66 \% \\ & 644 \% \\ & 667 \% \\ & 67 \% \end{aligned}$ | $\begin{aligned} & 17 \% \\ & 16 \% \\ & 13 \% \\ & 111 \% \end{aligned}$ | $\begin{aligned} & 4 \% \\ & 5 \% \\ & 5 \% \\ & 6 \% \end{aligned}$ | $\stackrel{*}{*}$ | $\begin{aligned} & 7 \% \\ & 7 \% \\ & 6 \% \\ & 7 \% \end{aligned}$ | $\begin{aligned} & 6 \% \\ & 8 \% \\ & 9 \% \\ & 10 \% \end{aligned}$ |
| 24 hours | $\begin{array}{r} 299,100 \\ 253,800 \\ 185,800 \\ 85,000 \end{array}$ |  | $\begin{aligned} & \begin{array}{l} 13 \% \\ 12 \% \\ 16 \% \\ 17 \% \% \end{array} \end{aligned}$ | $\begin{aligned} & 6 \% \\ & 6 \% \\ & 6 \% \\ & 6 \% \end{aligned}$ | $\begin{aligned} & 48 \% \\ & 49 \% \\ & 47 \% \\ & 47 \% \end{aligned}$ | $\begin{aligned} & 33 \% \\ & 33 \% \\ & 32 \% \\ & 31 \% \end{aligned}$ |  | $\begin{aligned} & 69 \% \\ & 69 \% \\ & 60 \% \\ & 69 \% \% \end{aligned}$ | $\begin{aligned} & 18 \% \\ & 18 \% \\ & 17 \% \\ & 15 \% \end{aligned}$ | $\begin{aligned} & 5 \% \\ & 4 \% \\ & 5 \% \\ & 6 \% \end{aligned}$ | $\begin{aligned} & 1 \% \\ & 1 \% \\ & 1 \% \\ & 1 \% \end{aligned}$ | $\begin{aligned} & 4 \% \\ & 4 \% \\ & 3 \% \\ & 4 \% \end{aligned}$ | $\begin{aligned} & 3 \% \\ & 4 \% \\ & 4 \% \\ & 5 \% \end{aligned}$ |



RANGPORTATION

