

SOUTHEAST

Mobility & Commuting Report

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Executive Summary

Southeast, Manitoba presents a picture of a region defined more by residential stability and within-province movement than by inflows from farther afield. Most residents had not changed address either over the previous year or over the previous five years, and both timeframes also show meaningful growth in intraprovincial migration. External migration remained small and, in both mobility views, declined over the period. The result is a region with a large settled base, modest short-term churn, and population change shaped mainly by movement within Manitoba rather than by new arrivals from outside Canada.

Work and commuting patterns show a similar mix of continuity and adjustment. A usual workplace remained the dominant arrangement in 2021, but it contracted over five years while working from home rose sharply and workers with no fixed workplace address also increased. Commuting still relied overwhelmingly on private vehicles, with driving by far the main mode, while public transit and cycling accounted for very small shares and both declined. Travel patterns also became somewhat more localized. The largest commute flow was still to a different subdivision and division within Manitoba, but that movement fell over time, while commuting within the home subdivision edged up. Commute durations were concentrated at the short end, with the largest group travelling less than 15 minutes, and very long journeys became less common. Departure times continued to cluster in the early morning, especially in the 7 a.m. hour, although later-morning departures grew.

These patterns describe Southeast as a region with a stable resident population, active internal mobility, and a labour market that remains rooted in conventional commuting even as work location has become more varied. The broad direction is not one of dramatic transformation, but of selective change within an established structure: fewer long commutes, more home-based work, and continued reliance on local and regional ties. Southeast's profile is therefore one of strong residential continuity accompanied by moderate shifts in how residents move within the province and how they travel to work.

Lived Here 1 Year Ago

Non-movers remain the dominant group, rising to 110,435 residents—a 10% increase since 2016—while external migrants dropped to just 340, falling 30% over the same period. This shows limited inflow and strong local stability.

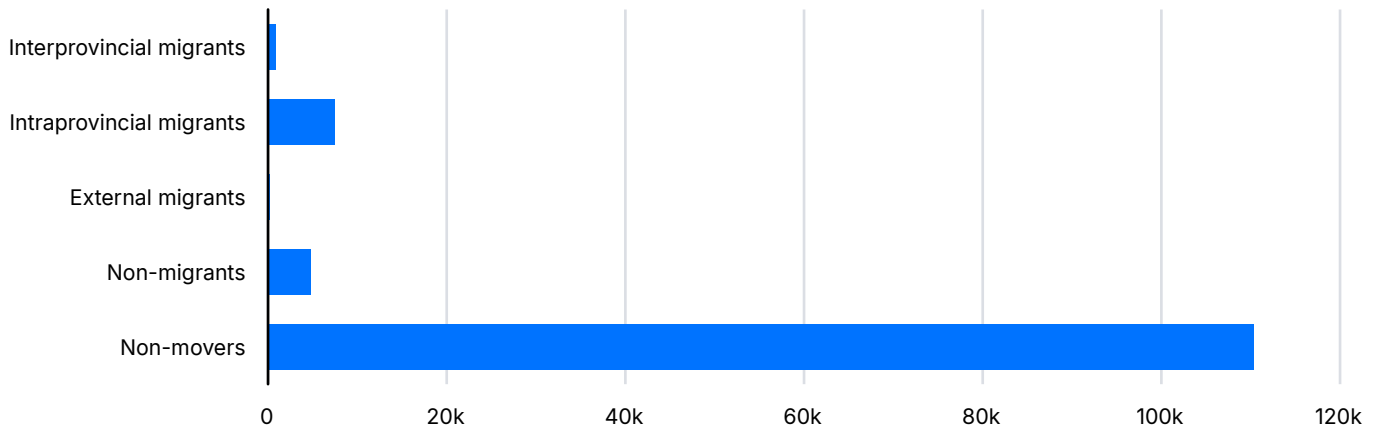


Figure 1.1: Shows where residents lived one year ago compared with their current location. It helps indicate recent mobility and short-term population churn. (Southeast, 2021)¹

In 2021 the Southeast economic region recorded recent residential stability alongside shifting migration components within the total population. The largest group was non-movers at 110,435 people, up 10.1% over five years, indicating more residents remaining in the same residence compared with 2016. Short-term movers included 7,575 intraprovincial migrants and 945 interprovincial migrants, which rose by 11.7% and 7.4% respectively over five years. External migrants were a small group at 340 people and declined sharply, down 29.9% from five years earlier. Non-migrants accounted for 4,930 people and fell 4.9%. These figures show increased internal movement within the province and fewer new arrivals from outside Canada over the five-year span.

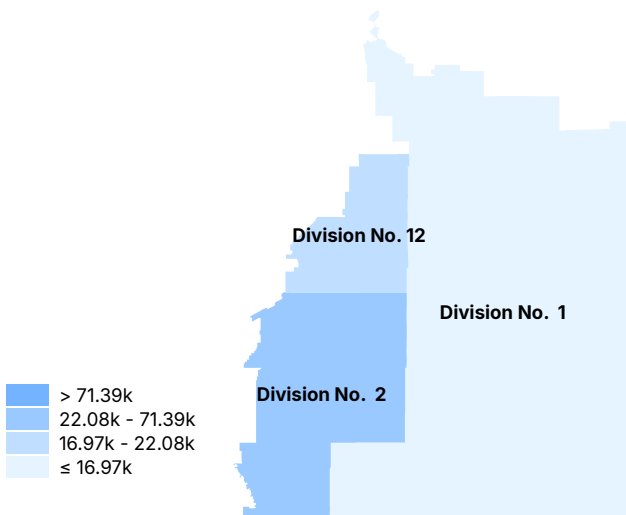


Figure 1.2: Distribution of Largest Group: Mobility Status - Non-movers (Southeast)¹

The region's short-term population is marked by a large non-moving population and modest internal churn. In 2021 Southeast reported 110,435 non-movers, a 10.1% rise over five years, indicating stability in place of residence. Recent movers are concentrated within the province: 7,575 intraprovincial migrants (up 11.7% over five years) versus only 340 external migrants (down 29.9%). Subdivision data mirror this pattern: Division No. 2 recorded 71,385 non-movers (+12.5%), while Division No. 1 saw intraprovincial moves rise 42.5% (1,240). The dataset shows limited external inflow alongside strengthening within-province mobility without implying causes.

Lived Here 5 Years Ago

Southeast's population is now dominated by non-movers, rising to 73,985 in 2021 (+11.4%). Intraprovincial migrants also grew markedly, reaching 27,510 (+35.3%). Both groups drive the region's recent population change.

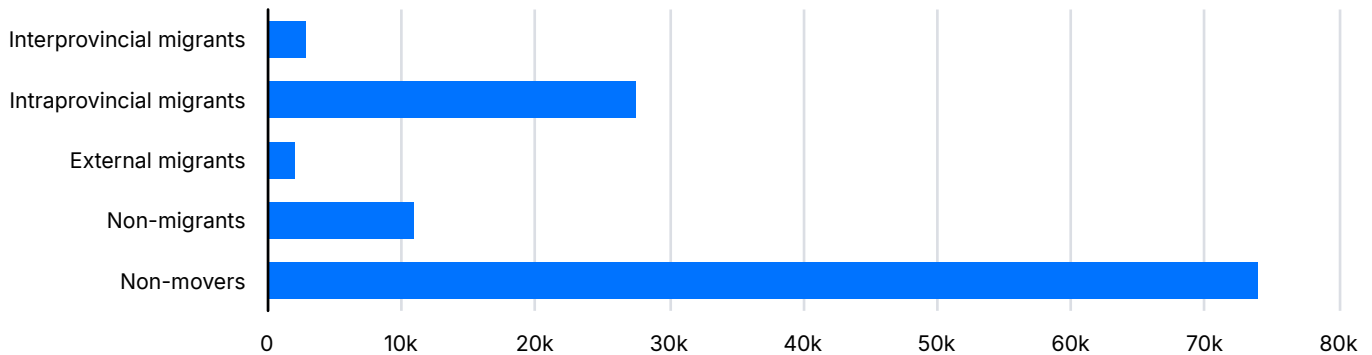


Figure 2.1: Shows where residents lived five years ago compared with their current location. It helps indicate longer-term mobility and migration patterns. (Southeast, 2021)¹

In 2021 the Southeast region's five-year mobility profile shows where residents lived five years earlier within the total population. The largest group is Non-movers at 73,985 people (5-year change 11.4%). Intraprovincial migrants are the next-largest category with 27,510 people and the strongest growth, up 35.3% over five years. Non-migrants numbered 10,950 people and fell by 27.4%. External migrants were 2,030 people (-7.1%) and interprovincial migrants 2,880 people (5.7%). These figures highlight substantial internal movement within the province between 2016 and 2021.

The Southeast's five-year residential mobility profile shows a region with a large non-moving population alongside active within-province movement. In 2021 there were 73,985 non-movers (up 11.4%) and 27,510 intraprovincial migrants (up 35.3%); non-migrants numbered 10,950 (down 27.4%). Compared with Division No. 2, which recorded 45,960 non-movers (up 17.0%), Southeast has a larger settled base but also substantial internal inflow. These patterns point to coexistence of stability and notable intraprovincial mobility within the region.

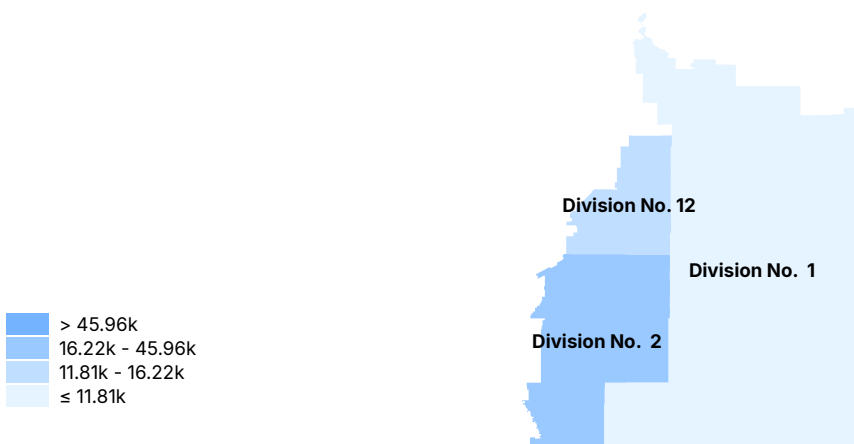


Figure 2.2: Distribution of Largest Group: Mobility Status - Non-movers (Southeast)¹

Place of Work Status

Most workers in Southeast still commute to a usual workplace, though numbers fell 7% to 39,395 in 2021; remote work grew sharply, rising 75% to 9,520 employees over the past five years.

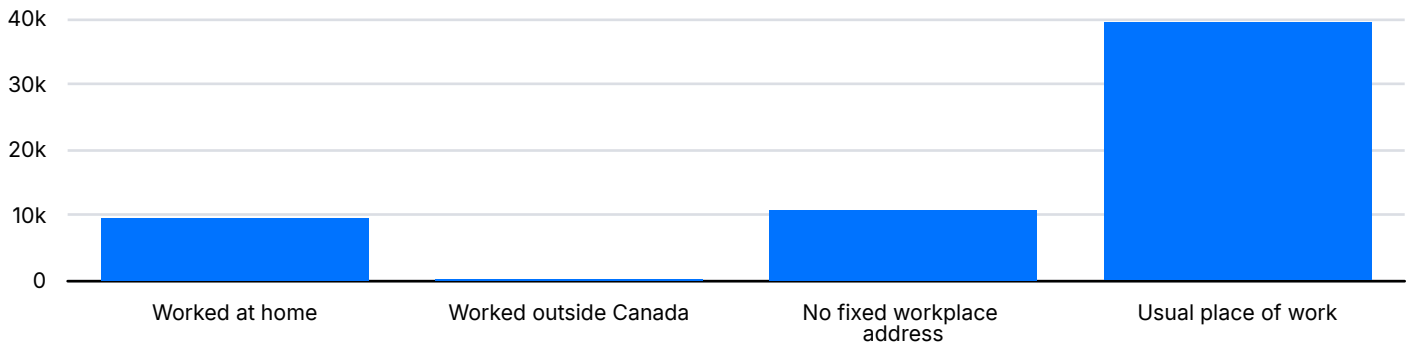


Figure 3.1: Shows whether people work from home, at a usual workplace, or at no fixed workplace. It helps indicate how work is organized across locations. (Southeast, 2021)¹

In 2021 the employed labour force aged 15 and over in Southeast shows distinct work-location patterns. The largest group reported a usual place of work: 39,395 people, down 7.1% from five years earlier. Those with no fixed workplace address numbered 10,710, up 11.0% over five years. Remote work grew sharply: 9,520 people worked at home, a 75.3% increase since 2016. A small cohort, 205 people, worked outside Canada, down 14.6% over five years.

Place of work patterns in Southeast show a notable redistribution of where employed residents perform paid work. In 2021, 9,520 people worked at home (up 75.3% versus five years earlier), 39,395 worked at a usual place of work (down 7.1%), 10,710 had no fixed workplace address (up 11.0%), and 205 worked outside Canada (down 14.6%). Division No. 2 accounts for much of the home-working rise with 6,090 people (up 85.4% over five years); Division No. 12 also shows a large increase. The data point to growing home-based and non-fixed workplace arrangements alongside a modest decline in traditional usual-place employment.

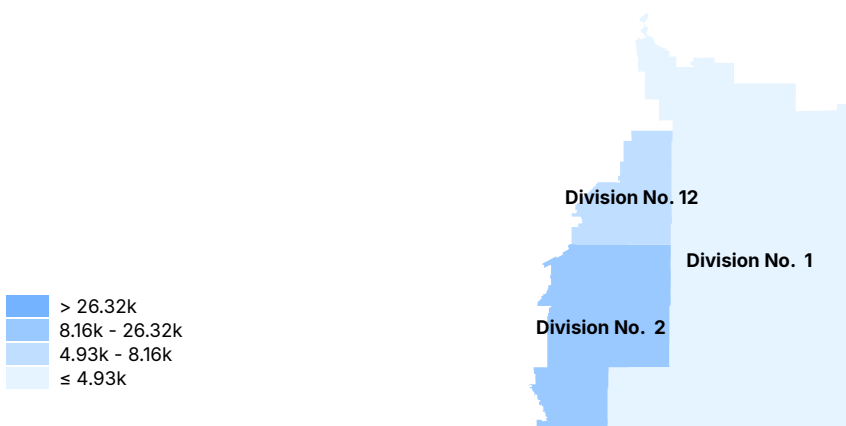


Figure 3.2: Distribution of Largest Group: Place Of Work Status - Usual place of work (Southeast)¹

Commute Destination

Most workers in Southeast travel to a different census subdivision or division within Manitoba, with 15,985 people doing so in 2021—a 14.7% decline since 2016; out-of-province commuters rose 35% to 325 people.

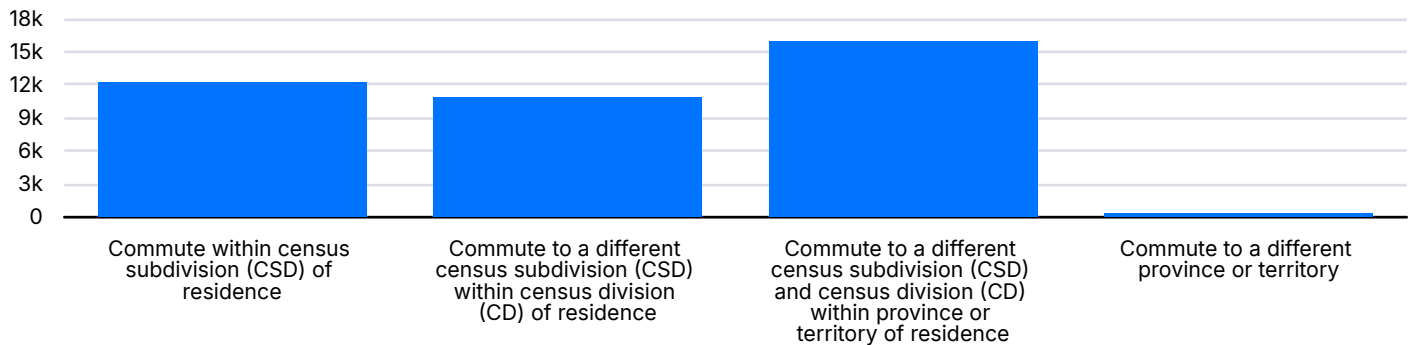


Figure 4.1: Shows where residents travel for work. It helps indicate whether the area functions mainly as a self-contained labour market or as part of a wider commuting region. (Southeast, 2021)¹

The commute patterns for Southeast (employed labour force aged 15+ with a usual place of work, 2021) show a mixed picture of local and regional travel. The largest single flow is to a different census subdivision and census division within the province: 15,985 people (down 14.7% over five years). Commutes within the resident census subdivision numbered 12,205 (up 2.5%), while travel to a different subdivision within the same division was 10,880 (down 5.5%). Out-of-province commutes were small at 325 but rose 35.4%. Overall, short-distance commuting within the home subdivision grew modestly while longer intra-provincial flows declined.

Commute patterns in Southeast (2021) show a predominantly local workforce: 12,205 people work within their census subdivision of residence. Inter-area flows remain sizeable: 15,985 commute to a different census division in the province (five-year change -14.7%); 325 commute to another province (+35.4%). Division-level variation exists: Division No. 2 reports 8,500 local commuters (+1.4%), Division No. 12 records 2,085 (+22.6%). These figures point to a mainly self-contained labour market with declining intra-provincial redistribution and modest but rising interprovincial commuting.



Figure 4.2: Distribution of Largest Group: Commuting Destination - Commute to a different census subdivision (CSD) and census division (CD) within province or territory of residence (Southeast)¹

Main Mode of Commuting

Driving as a driver remains the dominant commute mode in Southeast, though it fell 4.9% to 43,630 people, while "Other method" usage surged 78% to 1,050 people, indicating shifting travel preferences.

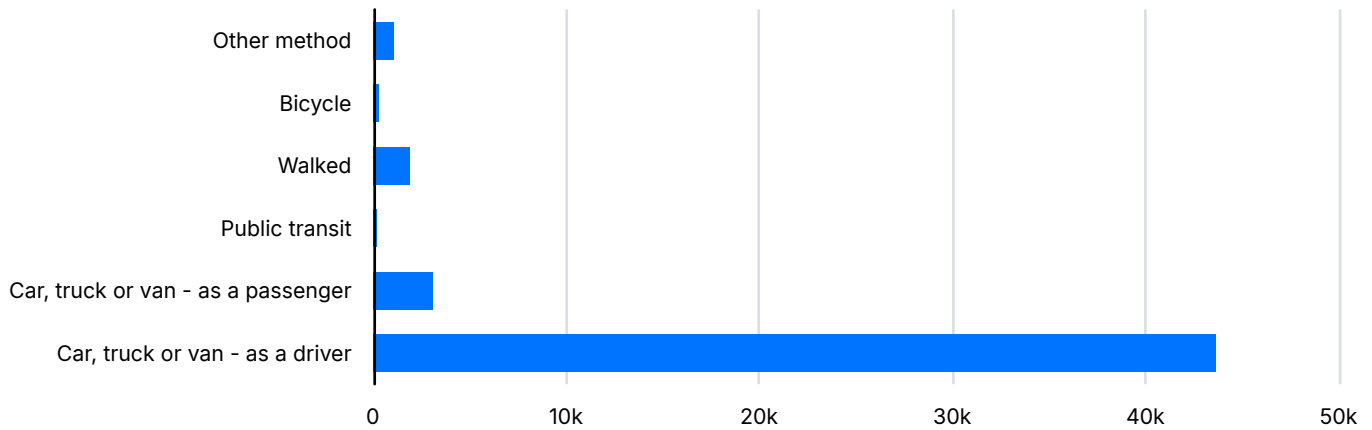


Figure 5.1: Shows the main mode residents use to get to work. It helps indicate dependence on driving, transit, walking, cycling, or other travel modes. (Southeast, 2021)¹

The 2021 commuting profile for Southeast (employed labour force aged 15 and over with a usual place of work or no fixed workplace address) is dominated by driving. The largest group are drivers: 43,630 people used a car, truck or van as a driver, down 4.9% from five years earlier. Other modes are much smaller. As passengers there were 3,065 people, up 3.0%. Walking accounted for 1,910 commuters, up 1.1%. Public transit recorded 160 users, a 42.9% decline, and cycling had 290 users, down 30.1%. A notable change is the rise in "Other method," which increased 78.0% to 1,050 people over five years. These figures show modest shifts in active and shared modes but continued reliance on driving.

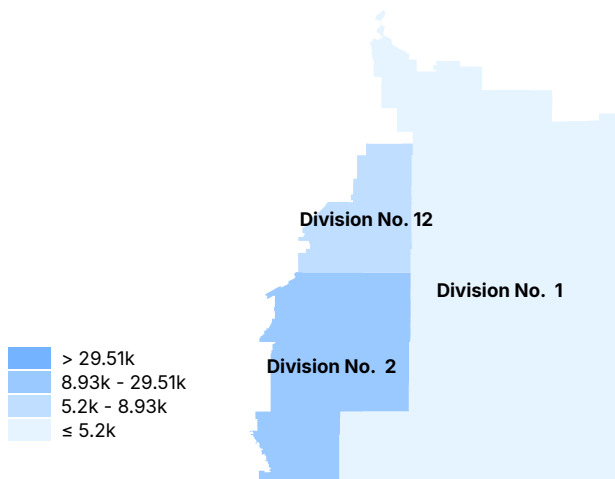


Figure 5.2: Distribution of Largest Group: Commuting Mode - Car, truck or van - as a driver (Southeast)¹

Residents of Southeast rely predominantly on private vehicles to get to work. Driving as a driver is the main mode and is the largest single count. There were 43,630 drivers in 2021, down 4.9% over five years. Car passengers numbered 3,065 and public transit users were 160, a 42.9% decline. All divisions show driver dominance (Division No. 2: 29,510 drivers). Driver counts fell in subregions while alternative modes changed unevenly. Other methods grew to 1,050 people, up 78.0%, indicating modest diversification of commuting modes.

Commute Duration

Most workers in Southeast now have very short commutes, with 16,115 people traveling under 15 minutes, up 1.7% since 2016, while those commuting 60 minutes or more dropped to 4,555, a 12.9% decline.

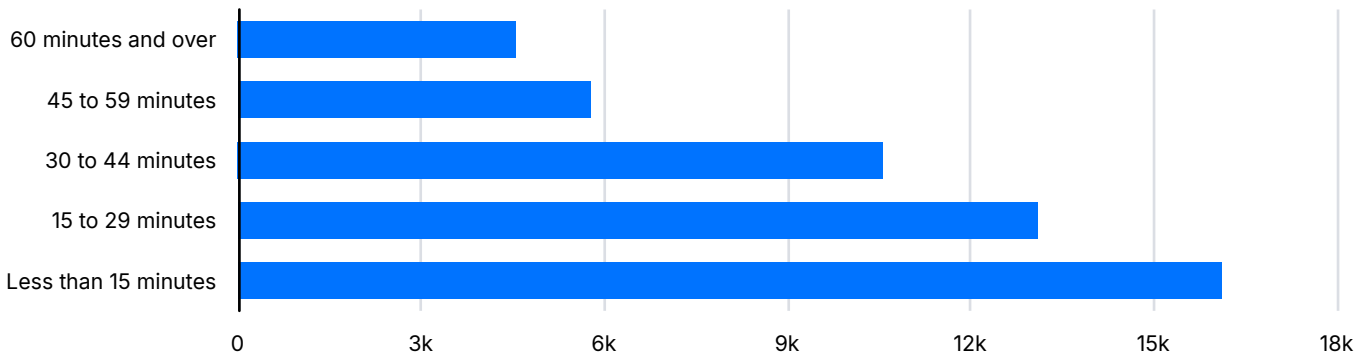


Figure 6.1: Shows how long residents typically spend travelling to work. It helps indicate commuting burden and jobs-housing balance. (Southeast, 2021)¹

Commute duration in Southeast (2021) is concentrated at the short end of the scale: the largest group spent less than 15 minutes travelling to work. Counts show 16,115 people in the under-15-minute category, 10,565 in the 30-to-44-minute band, and 4,555 spending 60 minutes or more. Five-year changes point to a small rise in the quickest commutes (+1.7%) while longer journeys fell more sharply (30-44: -4.7%; 60+: -12.9%). The pattern indicates modest movement toward shorter commutes within the employed labour force.

Southeast’s commuting profile shows a concentration of short trips: most employed residents report journeys under 15 minutes, while longer commutes are less common. In 2021 there were 16,115 people commuting less than 15 minutes, 13,095 commuting 15-29 minutes, and 4,555 commuting 60 minutes or more. Five-year change for the longest commutes fell by 12.9%. Subdivision data vary: Division No. 12 saw a 9.5% rise in very short commutes, while Division No. 1 recorded a 12.4% decline in 60+ minute trips. The pattern points to a regional mix of localized work and shrinking very long commutes.

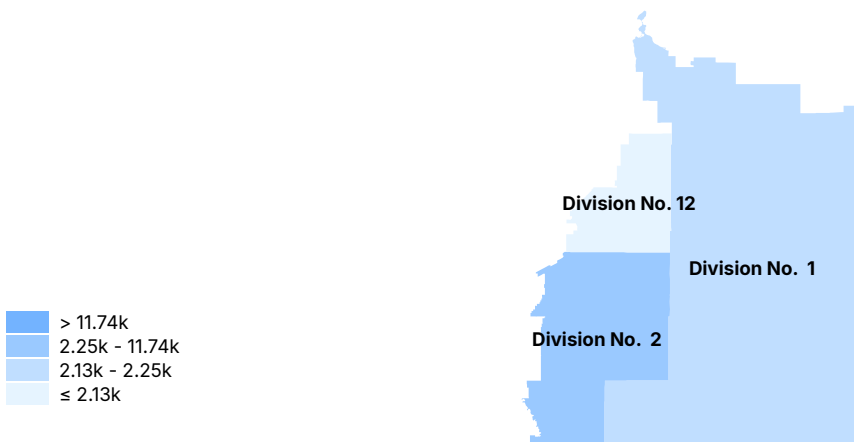


Figure 6.2: Distribution of Largest Group: Commuting Duration - Less than 15 minutes (Southeast)¹

Time Leaving for Work

Most commuters in Southeast leave between 7 a.m. and 7:59 a.m., totaling 14,300 people, a -8.9% decline since 2016; the 9 a.m.–12 p.m. group grew 16.9% to 4,215 people.

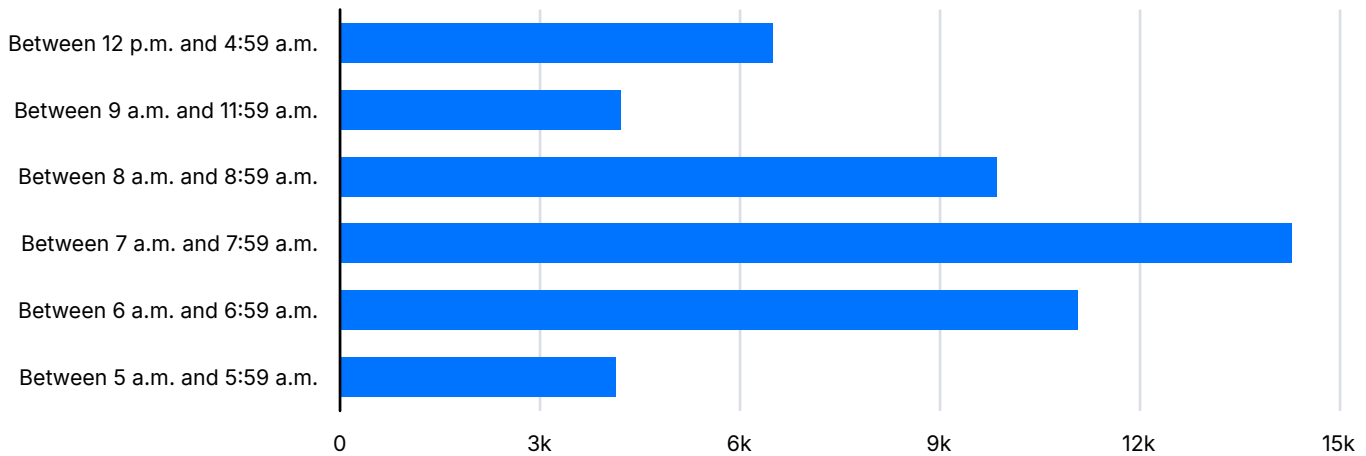
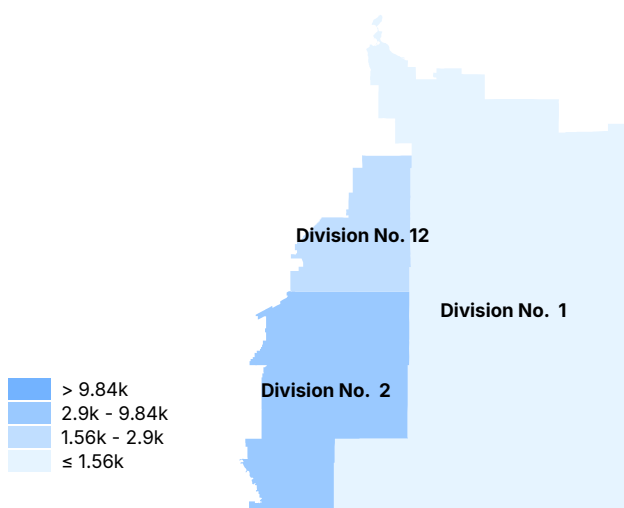


Figure 7.1: Shows the time of day residents usually leave for work. It helps indicate commuting patterns and peak travel demand. (Southeast, 2021)¹

Time residents leave for work in Southeast clusters in the morning peak hours, with most departures before 9 a.m. The dataset covers employed residents aged 15+ who have a usual place of work or no fixed workplace address (2021). The largest group leaves between 7:00 and 7:59 a.m. (14,300 people). Departures between 6:00 and 6:59 a.m. total 11,090, and between 8:00 and 8:59 a.m. total 9,870. Earlier and later slots are smaller. Five-year changes show mixed momentum: departures at 7 a.m. declined 8.9% while the 9:00–11:59 a.m. slot rose 16.9%. The pattern suggests a concentrated morning commute with modest shifts in timing over five years. This distribution signals persistent morning peak demand, with some growth in later-morning departures.



Time of departure in Southeast concentrates in the early morning, with the largest group leaving between 7:00 and 7:59 a.m. (14,300 people in 2021). The next largest cohorts leave between 6:00–6:59 a.m. (11,090) and 8:00–8:59 a.m. (9,870). Over five years the 7:00 a.m. cohort fell by 8.9% while departures after 9:00 a.m. rose 16.9%. Division No. 2 contributes the largest share of early departures. The pattern shows a strong traditional morning peak alongside notable growth in later-morning departures.

Figure 7.2: Distribution of Largest Group: Time Leaving Work - Between 7 a.m. and 7:59 a.m. (Southeast)¹

Data Sources

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

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