

TRANSPORTATION

HOUSING

INCOME

SUPPORT

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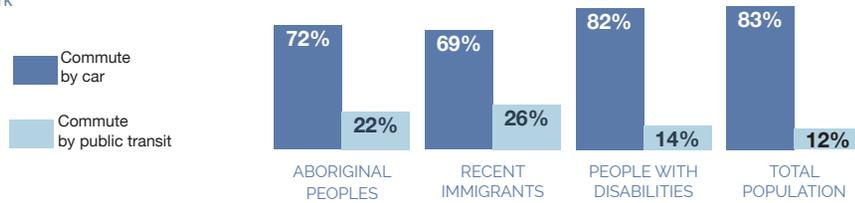
TRANSPORTATION / HOUSING / INCOME / SUPPORT

IS HOW WE
END POVERTY
IN SURREY

How do people get to work?

COMMUTING PATTERN FOR ABORIGINAL PEOPLES, RECENT IMMIGRANTS, AND PEOPLE WITH DISABILITIES

Our research shows that of these groups the majority use a car to go to work



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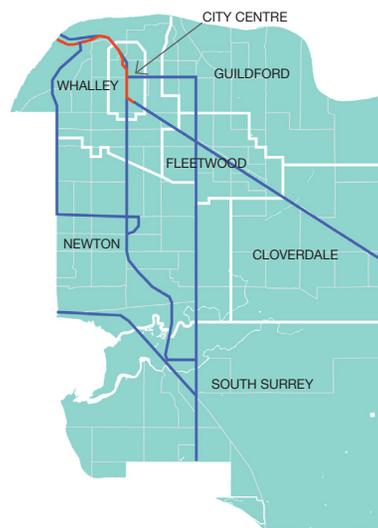
atomic taco @flickr cc-by-sa

Discounted transit passes

The Ministry of Social Development and Social Innovation provides discounted transit passes for low-income seniors and people with disabilities. This program can make a real difference in helping seniors and people with disabilities who are in low income and struggling to make ends meet.

SURREY'S FREQUENT TRANSIT NETWORK

FREQUENT TRANSIT NETWORK: SURREY



In order to make transit accessible and affordable for low-income populations it needs to be close to where people live, work and need to go. Given Surrey's geography and population distribution, the city's Frequent Transit network does not currently achieve these goals.



This fact sheet is part of a series of five. Fact sheets available are **transportation**, **housing**, **income**, **support** and **overview**. Available for download at www.surreyprc.ca



THE FACTS ON POVERTY IN SURREY

transportation

Many people in Surrey continue to rely on their cars to get to and from work. This is not unlike other communities. However, for many low income households, the cost of transportation can be significant.

Our research shows that investments in and proximity to public transit can make a significant difference in reducing the cost of travelling to work as well as providing low income families and individuals with better access to jobs and employment.

Taking this into consideration, we are interested in exploring choices that can help to reduce the cost of transportation for low-income families and individuals, while helping to facilitate greater mobility within and across the region to allow people to shop, access services and participate in their community.



Where Surrey has public transit, it works. Let's ensure that housing, employment, health care and other services are integrated with transit.

What we know from our research

Accessible and affordable transportation is important

We know that affordable and accessible transportation plays an important role in helping to access employment, services and other opportunities. Our research shows that, for many households, the cost of owning and operating a vehicle is a major household expense.

The Survey of Household Spending (SHS) reported that BC households spend an average of \$10,319 annually on transportation-related expenses. This includes an average annual expenditure of \$5,511 for the operation of a vehicle including maintenance and fuel as well as other costs (See Table 1).

TABLE 1 TRANSPORTATION AS A PERCENTAGE OF HOUSEHOLD INCOME

Household Size	Low-Income Measure (After Tax)	Average Annual Cost (2012)	Average Monthly Cost (2012)	% of Household Income
1 person	\$19,460	\$10,319	\$860	53%
2 persons	\$27,521	\$10,319	\$860	37%
3 persons	\$33,706	\$10,319	\$860	31%
4 persons	\$38,920	\$10,319	\$860	27%

Sources: Statistics Canada, NHS Dictionary 2011, Catalogue no. 99-000-X201100
Statistics Canada, Survey of Household Spending, Table 203-0022

Transportation-related expenditures have continued to increase

The Consumer Price Index (CPI) for British Columbia shows that transportation-related costs have continued to increase by approximately 2.5% per year or 22% over the past 10 years. A lot of this increase can be attributed to the rising cost of fuel which has increased at a rate of approximately 8% per year or 70% between 2003 and 2013.

Public transit can reduce transportation costs

An annual transportation cost of \$10,319 translates into a weekly cost of \$198. At the same time, a monthly 3-zone transit pass costs \$170 per month or approximately \$43 per week.

For a family of three living at the poverty line, access to public transit can represent a significant savings. If a household is able to access suitable transit options, their monthly transportation costs could be cut by more than half — going from approximately \$860 per month to \$392 per month, representing between 10% and 15% of the annual budget for a household living in poverty (See Table 2).



TABLE 2 PUBLIC TRANSIT COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME

Household Size	Low-Income Measure (After Tax)	Public Transit Cost (Annual)	Public Transit Cost (Monthly)	% of Household Income
1 person	\$19,460	\$2,040	\$170	10%
2 persons	\$27,521	\$4,080	\$340	15%
3 persons	\$33,706	\$4,704	\$392	14%
4 persons	\$38,920	\$5,328	\$444	14%

Sources: Statistics Canada, NHS Dictionary 2011, Catalogue no. 99-000-X201100

NOTE: Note: Based on a 3-zone monthly transit cost of \$170 per month for each adult and a concession fare of \$52 for each child. This includes 2 adults and 1 child in the three (3) person household and 2 adults and 2 children in the 4 person household.

Patterns of transit use across different groups

Our research shows different patterns of transit use across different groups.

WOMEN Of the 98,050 women 15 and older in Surrey, 15,110 (15%) reported that they take public transit to work while 80% take a vehicle, either as a driver (72%) or as a passenger (8%).

MEN Of the 113,670 males 15 and older in Surrey, 11,930 (10%) reported they take public transit to work while 88% reported that they take a vehicle, either as a driver (81%) or as a passenger (5%).

ABORIGINAL PEOPLE Of the 4,330 Aboriginal peoples 15 and older in Surrey, 955 (22%) reported that they take public transit to work while 72% reported that they take a vehicle, either as a driver (63%) or as a passenger (9%).

RECENT IMMIGRANTS Of the 15,430 recent immigrants 15 and older in Surrey, 4,035 (26%) reported taking public transit to work while 69% take a vehicle, either as a driver (53%) or as a passenger (15%).

PEOPLE WITH HEALTH AND ACTIVITY LIMITATIONS Of the 31,105 people with health and activity limitations 15 and older in Surrey, 4,305 (14%) reported taking public transit to work while 82% reported that they take a vehicle to work either as a driver (75%) or as a passenger (7%).

TABLE 3 PATTERNS OF TRANSIT USE COMPARED TO OTHER MODES OF TRAVEL

	Private Vehicles	Public Transit	Walking	Biking	Other
Metro Vancouver	71%	20%	6%	2%	1%
Surrey	83%	13%	3%	0.3%	1%