

# Transportation Services in Guelph and Wellington County

■ The following fact sheet provides information on factors influencing transportation services in the City of Guelph and Wellington County.

## Key Concepts & Definitions

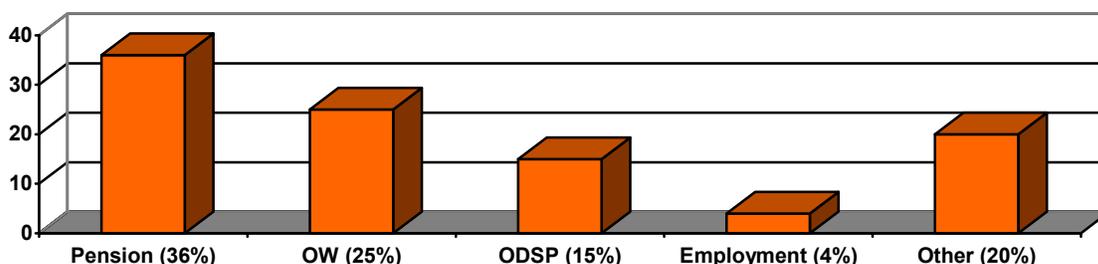
- The term “basic mobility” typically includes travel for: emergency services (police, fire, ambulances, etc.), health care, basic food and clothing, education and employment (commuting), public services, and a certain amount of social and recreational activities. <sup>i</sup>
- “Automobile dependency” is the result of transport and land use patterns that increase motor vehicle travel and reduce transport alternatives, such as walking or biking. <sup>ii</sup>
- As a general reference, transport costs can be considered unaffordable if they exceed 20% of a household’s income. <sup>iii</sup>

## Getting Around in Guelph and Wellington

Wellington Transportation Services is a volunteer based transportation service that works with a network of community service providers to meet the transportation needs of residents in rural Wellington. The target populations for this service include seniors, adults with a disability, and low income families or individuals. Information from this service highlights the transportation needs of Wellington County’s rural and small town population. In 2008, Wellington Transportation Services:

- Accommodated 2383 transportation requests from 466 residents of Centre, North or East Wellington
- Completed 5600 volunteer hours from 25 committed volunteer driver’s
- 35% of the rides provided were for medical appointments
- Many of the clients indicated their income source as a pension, OW or ODSP

**Income Source of Clients**



- While seniors in general are often recognized as a demographic that commonly faces barriers to basic mobility, seniors living in poverty often experience additional difficulties.
- In 2005, Statistics Canada reported that 90% of seniors with incomes of \$40 000 or more owned a vehicle and also had a valid driver’s license. In contrast, seniors with a household income of \$20 000 or less were the

most limited in getting around. The situation is further exasperated for low income seniors in rural areas who are often forced to rely on relatives, friends and neighbours for rides. This situation deprives seniors of their independence and causes them to miss out on the daily exercise they would get from walking or cycling for some local trips.<sup>iv</sup>

- The Victorian Order of Nurses is one of several community organizations that provide transportation for seniors.
- In 2007-2008 the 15,480 rides. Of those 72% were to seniors, the remainder was for individuals with disabilities.<sup>v</sup>
- 59% of the total clients reside in Guelph, the remaining living in Wellington County. Rural clients usually have to travel outside of Wellington County making trips very long, as most clients are presenting with complex health issues.<sup>vi</sup>
- In 2007-2008 the VON was able to provide 860 drives to individuals who could not pay due to their Benevolent Fund.<sup>vii</sup>

## Cost of Transportation

- The Canadian Automobile Association (CAA) estimates that the cost of owning a small car (Chevrolet Cobalt LE) for one year is approximately \$6,516. This cost includes insurance, license and registration, depreciation, finance expense (car loan). It does not include the cost of fuel.<sup>viii</sup>
- The City of Guelph bus service costs \$2.50 per ride. Adult monthly passes can be purchased for \$68 per month, student passes are \$62 per month and seniors receive a discounted pass for the cost of \$57 per month.<sup>ix</sup>
- This month the City of Guelph has started providing bicycle racks on buses for individuals who wish to bike part of their trip and ride the bus the rest at no additional cost.<sup>x</sup>

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<sup>i</sup> Litman, Todd. "Social inclusion as a transport planning issue in Canada." *Victoria Transport Policy Institute*. (4 April 2003). Accessed 19 May 2009  
[http://www.vtpi.org/soc\\_ex.pdf](http://www.vtpi.org/soc_ex.pdf)

<sup>ii</sup> Ibid.

<sup>iii</sup> Gurley, Tami & Donald Bruce. "The effects of car access on employment outcomes for welfare recipients." *Journal of Urban Economics*, 58.2 (2005): 250-272.

<sup>iv</sup> Statistics Canada (2006).

<sup>v</sup> Personal Correspondence with Agency, June 2009

<sup>vi</sup> Ibid.

<sup>vii</sup> Ibid.

<sup>viii</sup> Canadian Automobile Association (2009). 2009 Edition – Driving Costs

<sup>ix</sup> City of Guelph (2009) : <http://guelph.ca/living.cfm?subCatID=1508&smocid=2158>

<sup>x</sup> City of Guelph (2009) : <http://guelph.ca/living.cfm?subCatID=2183&smoid=2756>