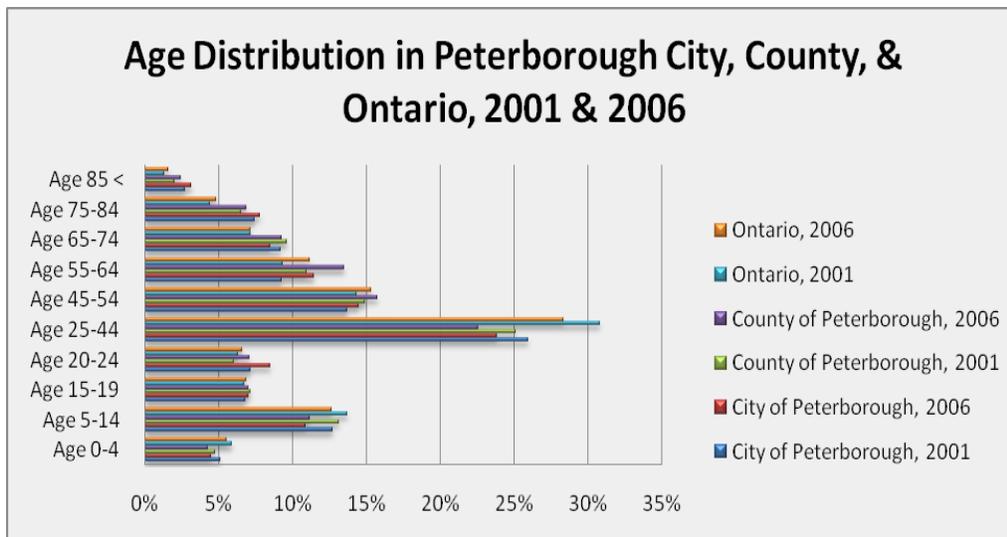
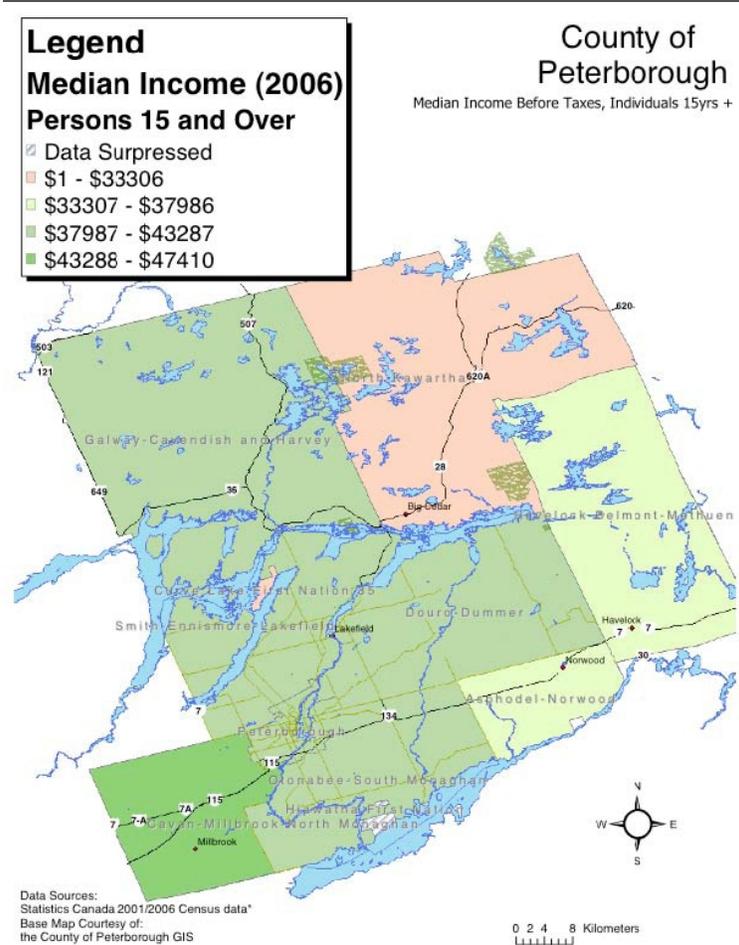


### Who Lives in Rural Peterborough?

- Of the 133,860 people that are listed in the 2006 census for Peterborough area 58,180 live in the county.
- Smith Ennismore Lakefield is the largest township, with 17,410 residents and has had a 6.1% increase in population.
- While the Peterborough area, which includes the county and city of Peterborough has 18.5% of its population over the age of 65 some townships have surpassed this number. Havelock Belmont Methuen has 22% of its population over the age of 65, as does Galway Cavendish Harvey.
- The median age for the Peterborough area is today 43.6 compared to 39.0 for Ontario.
- Population estimates developed for the Peterborough Social Planning Council by MapInfo Canada, project a continued decrease in the number of youth into the year 2016.
- The Peterborough area experienced a 5.7% increase between 2001 and 2006.





The most affluent area of the county is Cavan Millbrook North Monaghan. North Kawartha, according to the 2006 census had the lowest median income in the county.

### Issues Facing Rural Canadians

The Senate report “Beyond Freefall: Halting Rural Poverty” Final Report of the Standing Senate Committee on Agriculture and Forestry released in June 2008, states that the 2006 Census showed that rural Canada’s share of the national population fell below 20% for the first time in the history of Canada.

The report documented issues facing our rural communities that have been documented locally, such as:

- Daycare spaces may be hard to find in urban centres but they are virtually non-existent in rural Canada.
- 20% of the so-called “Municipal Rural Infrastructure Fund (MRIF)” goes to big cities of 250,000 or more people while many small towns do without because they lack the resources and skills necessary to fill onerous MRIF application forms.
- For most rural Canadians “getting around” means having access to or owning at least one vehicle – an expensive proposition at the best of times but even more so in rural Canada because travel costs (for fuel and repairs) tend to be higher than in urban parts of the country.
- For the most part, public transportation is not an option and that represents a serious problem for seniors, disabled and low-income rural citizens. Meanwhile, large numbers of rural vehicles – vans, mini-busses and so on – often travel back and forth between their destinations largely empty because regulatory and insurance rules make it too costly or risky to do the neighbourly thing and offer a ride.
- Agriculture remains an important part of the rural economy in many areas of the country. Recent history, however, has not been kind to agriculture. It has experienced a long-term trend towards fewer but larger farms, a process driven in large measure by global competition and technological change. Even with the recent rise in commodity prices many farm families have found it difficult to make ends meet, relying in part or in whole on off-farm income to pay the bills. The end result is more farm consolidation and ultimately, population decline in agricultural parts of rural Canada.
- Rural Canadians are, on average, less healthy than their urban counterparts. While the reasons are varied, at least part of the problem stems from inadequate access to health practitioners and services.

To view the complete report and its recommendations go to:

<http://www.parl.gc.ca/39/2/parlbus/commbus/senate/com-e/agri-e/rep-e/rep09jun08-e.pdf>

For more information contact Dawn at our office!  
Phone 705-743-5915 or email [dawnbm@pspc.on.ca](mailto:dawnbm@pspc.on.ca)