A.5 Everyday mobility Chairs: R. Ahas, Z. Krisjane

Everyday Live and Mobility Style of Young Urban Professionals in Prague

Jakub Novák, Jana Temelová
Charles University in Prague
kubanov@natur.cuni.cz, janatem@natur.cuni.cz

The paper explores the relation between life style of young urban professionals and their everyday life and mobility. The first rather descriptive research question searches for the form of everyday mobility of young urban professionals. Can we talk of a mobility style inherent to young urban professionals? Secondly the relation between life style and daily mobility is explored. How are everyday life and daily mobility formed by a specific life style? The major attention is paid to the everyday and geographical context of people´s activities (short-term decisions), while the life path context and motivations behind long-term decisions (place of work and residence) are put aside. Particularly the architecture of everyday life, i.e. how people design their daily trajectories and activities, is explored. Theoretically the paper draws on the concepts of time geography and newly formed geography of everyday life.

Young urban professionals are defined on the bases of their age (20-39), education level (university degree) and profession (e.g. artists, designers, lawyers, managers, consultants etc.). Methodologically the paper combines two different types of data sources and the relevant analytical tools. Firstly, mobile phone location data are used to record the daily trajectories of the 40 young urban professionals who agreed to participate in the research. The location data provide the information on location of "stations" of daily activities in time and space and serve the analysis of daily spatial mobility of young urban professionals. Secondly, the deep structured interviews are carried on with the participating young urban professionals. The purpose is to understand the reasons and motives behind the recorded daily trajectories, to distinguish the routine and irregular (random) moves and activities and generally to reveal the demonstration of the yuppies´ life styles in their daily life and mobility.

Key words: everyday life, life style, mobility style, young urban professionals

Changes of Commuting and Migration Hinterland in the Suburban Area of the Largest Agglomerations of the Czech Republic after 1989 - the Case of Brno

Richard Hubl and Václav Toušek
Masaryk University in Brno

Analysis of labour commuting and migration has proved that suburbanisation process intensified in the Czech Republic in the 1990s and substantially affects big city agglomerations even at present. Municipalities in the closest hinterland of these big cities are growing not only in terms of population but also economics as is shown in comparison analysis of Praha, Brno and Plzen´s commuting and migration. The authors delimited four zones of Brno hinterland using analysis of labour commuting to Brno in 1991 and 2001 and data on migration in 1991–2004. They arrived at the conclusion that the hinterland expands, particularly due to weakening of labour function of micro regional centres in the distance of 20–50 km from Brno. They argue that expansion of the hinterland is significantly caused by firms with foreign capital located in industrial zones in the outskirts of Brno. As regards migration, it is probable that the city of Brno will gain more population by means of migration in future; this prediction is also supported by the latest statistical data concerning current residential construction in the city. Nevertheless, the migration turnover between Brno and the municipalities of the first and second hinterland zone will remain quite high, since the suburbanisation process is still not finished.

Commuting flows in the post-socialist city region – actors and places

Ondřej Mulíček and Robert Osman
Masaryk University in Brno
mulicek@geogr.muni.cz

The aim of the paper is to depict the functional structure of the post-socialist city region through the analysis of commuting-to-work flows. Detailed data on commuting will be used to outline the relational structure of the Brno city region and to derive the relational-based characteristics of particular metropolitan sub-areas.

Firstly, employment centers, as well as the areas with the negative commuting balance, will be identified to recognize the elementary functional division of the urban region. Secondly, sub-regions with high levels of relational self-containment, representing rather autonomous spatial employment systems, will be delimited. Thirdly, the set of individuals involved in the particular flows will be scrutinized to get the picture of daily spatial routine of distinct social and professional status groups. Fourthly, the identified relational metropolitan structure will be confronted with the socio-economic and morphogenetic patterns based on more or less static attributes of urban population and physical environment. Special attention will be paid to multi-layered pattern of linkages that attach different socio-economic groups to specific places with different dynamics of the transitional post-socialist development.

Post-socialist urban population: commuting in Riga agglomeration

Zaiga Krisjane[1], Andris Bauls[1], Artjoms Ivlevs[2] and Maris Berzins[1]
1-University of Latvia, Faculty of Geography and Earth Science
2- University of Nottingham, School of Economics
zkrisjan@lanet.lv

Population mobility and in particular commuting is an indicator of the links, movements, and the processes of population concentration and deconcentration in an agglomeration. Our aim is to analyse the patterns of commuting in Rīga agglomeration and to identify and characterise different groups of commuters. The empirical results are based on a survey of 8,000 respondents aged 15-65, conducted in Latvia in 2006. Using binary and multinomial logistic regressions, we empirically determine how different individual and household level characteristics (age, gender, income, education, employment status, ethnicity etc.) affect the probability of commuting and the choice of different mobility destinations.

Friday afternoon traffic congestion and commuters in Tallinn metropolitan area: Study with mobile positioning data

O. Järv[1,2], E. Saluveer[1,2], R. Ahas[2]
ollej@ut.ee, rein.ahas@ut.ee
[1]Positium LBS, Tartu, 9 Õpetaja St., Estonia
[2]Department of Geography, University of Tartu, Estonia

Tallinn, the main economical centre in Estonia with its metropolitan area consists of almost 50% Estonian population and provides the majority of the country's qualified jobs. Therefore a great number of people are commuting to Tallinn every day or on a weekly basis from all over Estonia. Objective of current paper was to learn more about the geography of one of the major traffic congestion in Estonia: the "Friday afternoon rush hour" from Tallinn in Tallinn-Tartu highway. We mapped locations of home and working places and social features by pinpointing mobile phones (persons) in studied highway during Friday rush hour. Passive mobile positioning data is the spatio-temporal data that is automatically stored in the memory log files of mobile operators (Ahas et al 2008). In addition, we analysed the final destination on Friday trip and locations of other frequently visited places, such as second homes or shopping sites. The results of our study show that there is noticeable difference between local and transit traffic on Friday afternoon. The level of local traffic which remains in communities near the highway is almost stable on workdays. The Friday afternoon rush hour is caused by transit traffic due to people living in Tallinn city and commuting to central and southern Estonian cities (farther than 80 km from Tallinn) regularly.