

Preferred citation style for this presentation

Axhausen, K.W. and S. Schönfelder (2004) Activity spaces, locations and innovation, Committee presentation, TRB Annual Meeting, Washington, D.C., January 2005.

Activity spaces, locations and innovation

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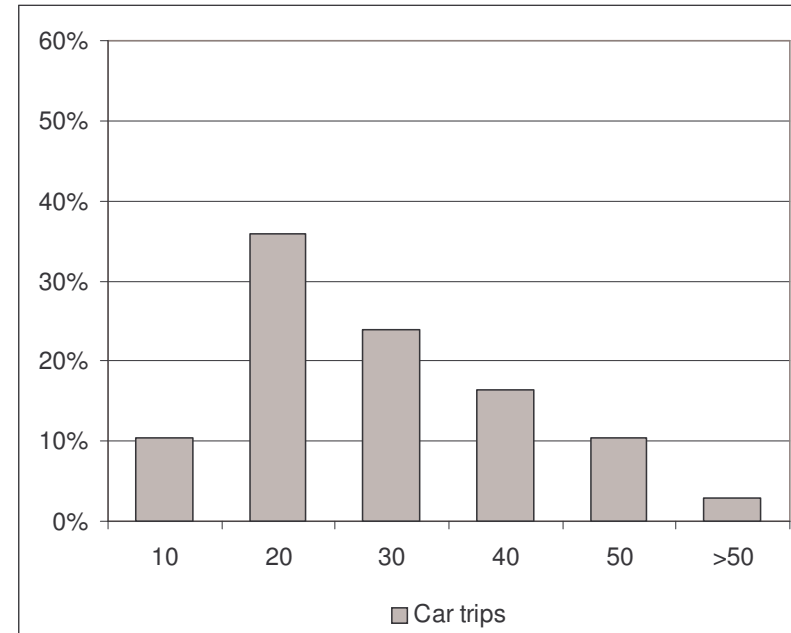
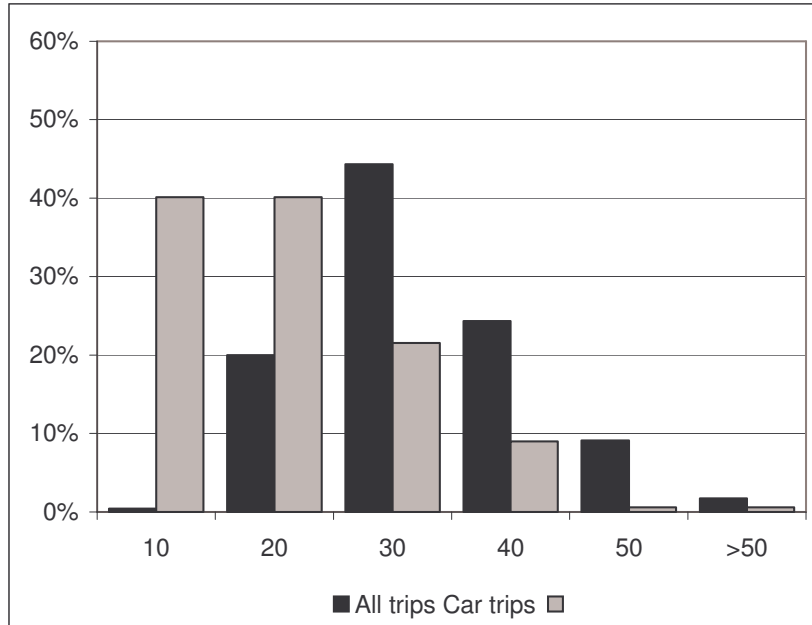
ETH

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Data sets

Location	Duration	Modes
Diaries:		
Uppsala 1971	5 weeks	All
Mobidrive 1999 (Karlsruhe, Halle)	6 weeks	All
Zürich 2001 (Nur Freizeit)	12 weeks	All
Thurgau 2003	6 weeks	All
GPS – studies:		
Borlänge 2000-2002	up to 80 weeks	Car
Kopenhagen 2001-2003	24 weeks	Car
(Atlanta 2004	50 weeks	Car)

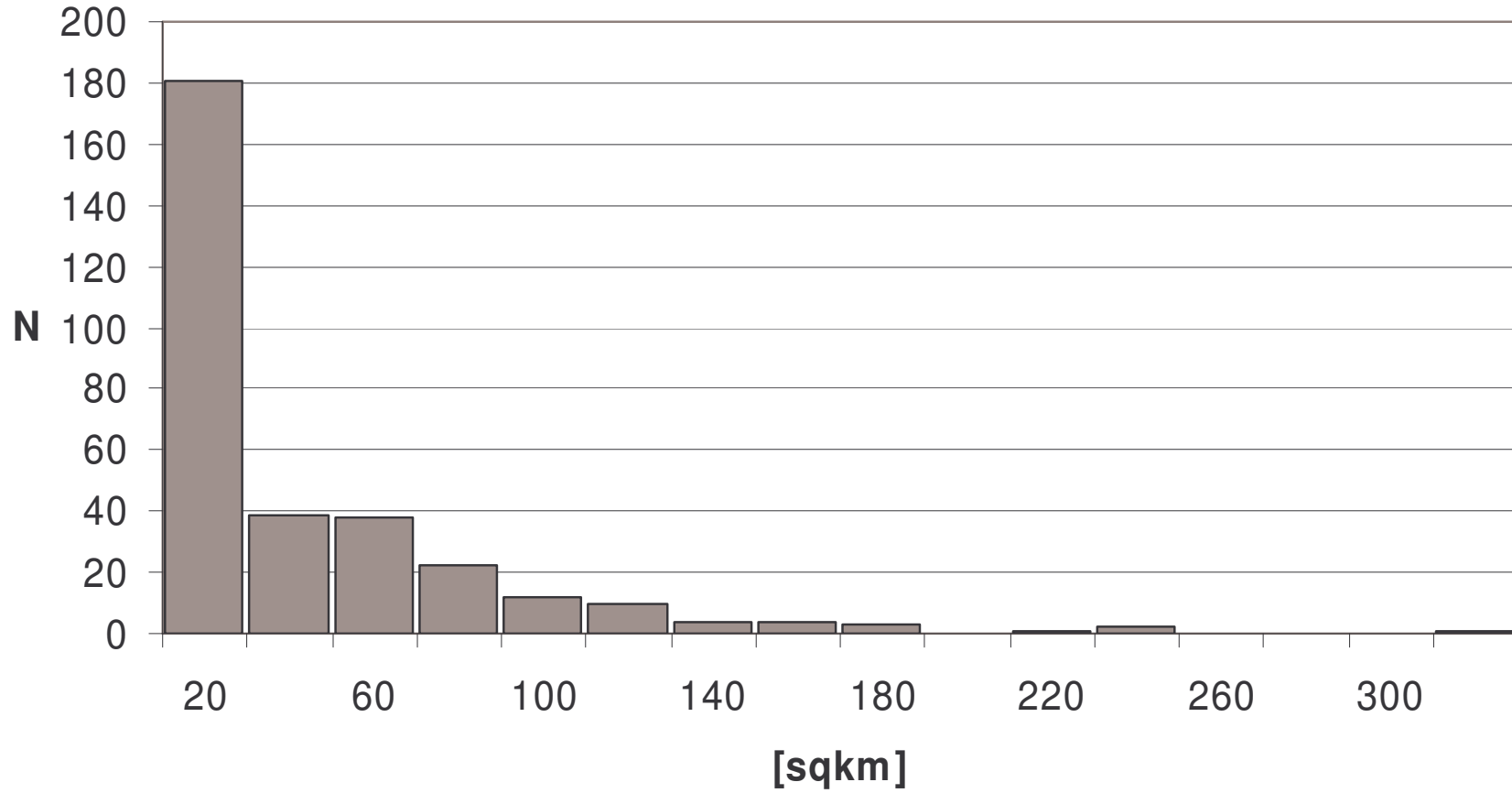
Number of trips/week over 6 weeks



Mobidrive;

Borlänge;

Mobidrive: 95% Confidence ellipse

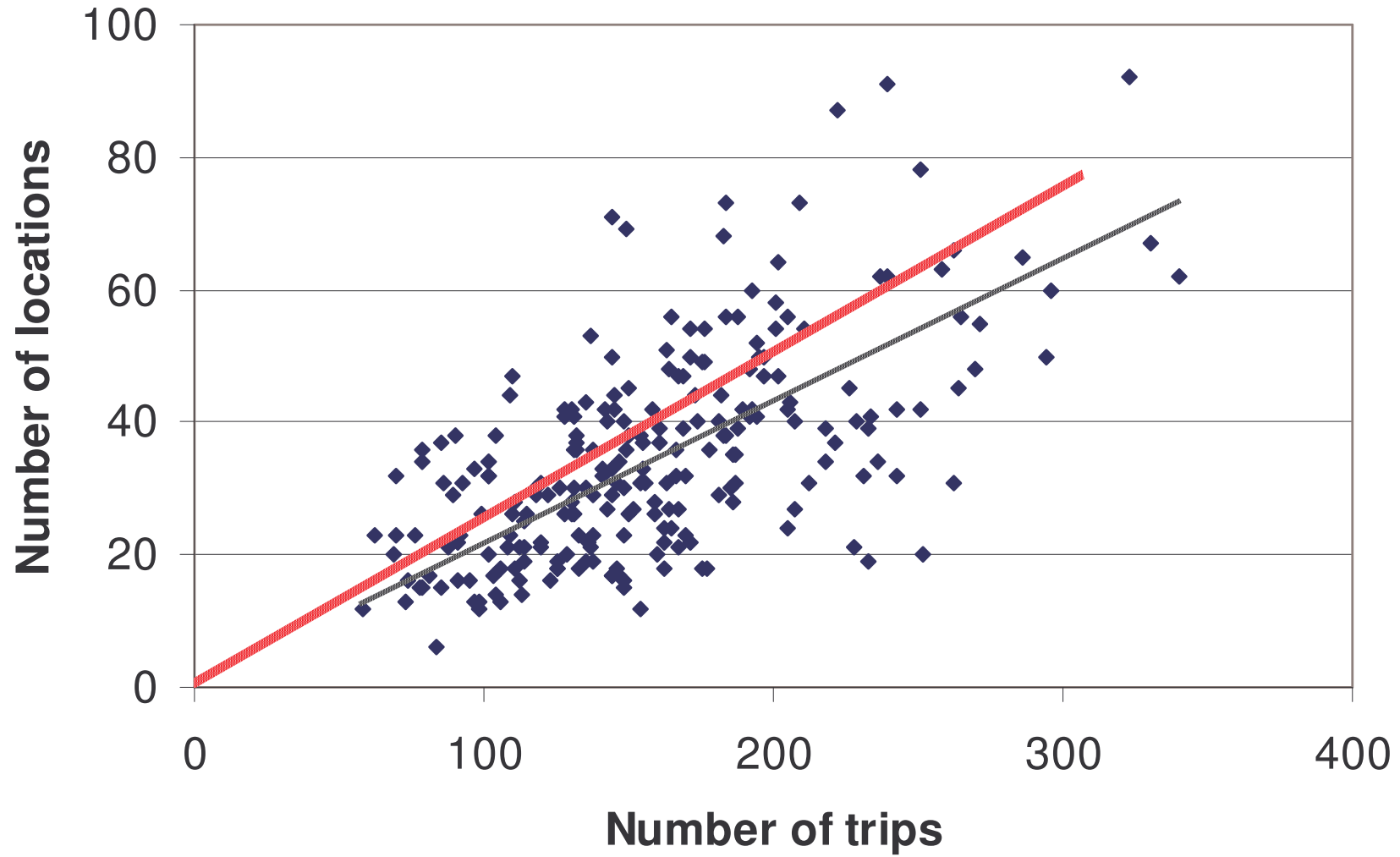


* Trips in the local study area

Behavioural variance (3 week periods)

Correlation coefficient		Last period		
		Trips	Locations	95% CE
This period				
Trips	Borlänge	0.71		
	Copenhagen	0.66		
Locations	Borlänge		0.62	
	Copenhagen.		0.62	
95% CE	Borlänge			0.62
	Copenhagen			0.52
N periods	Borlänge	849	849	849
	Copenhagen	252	252	252

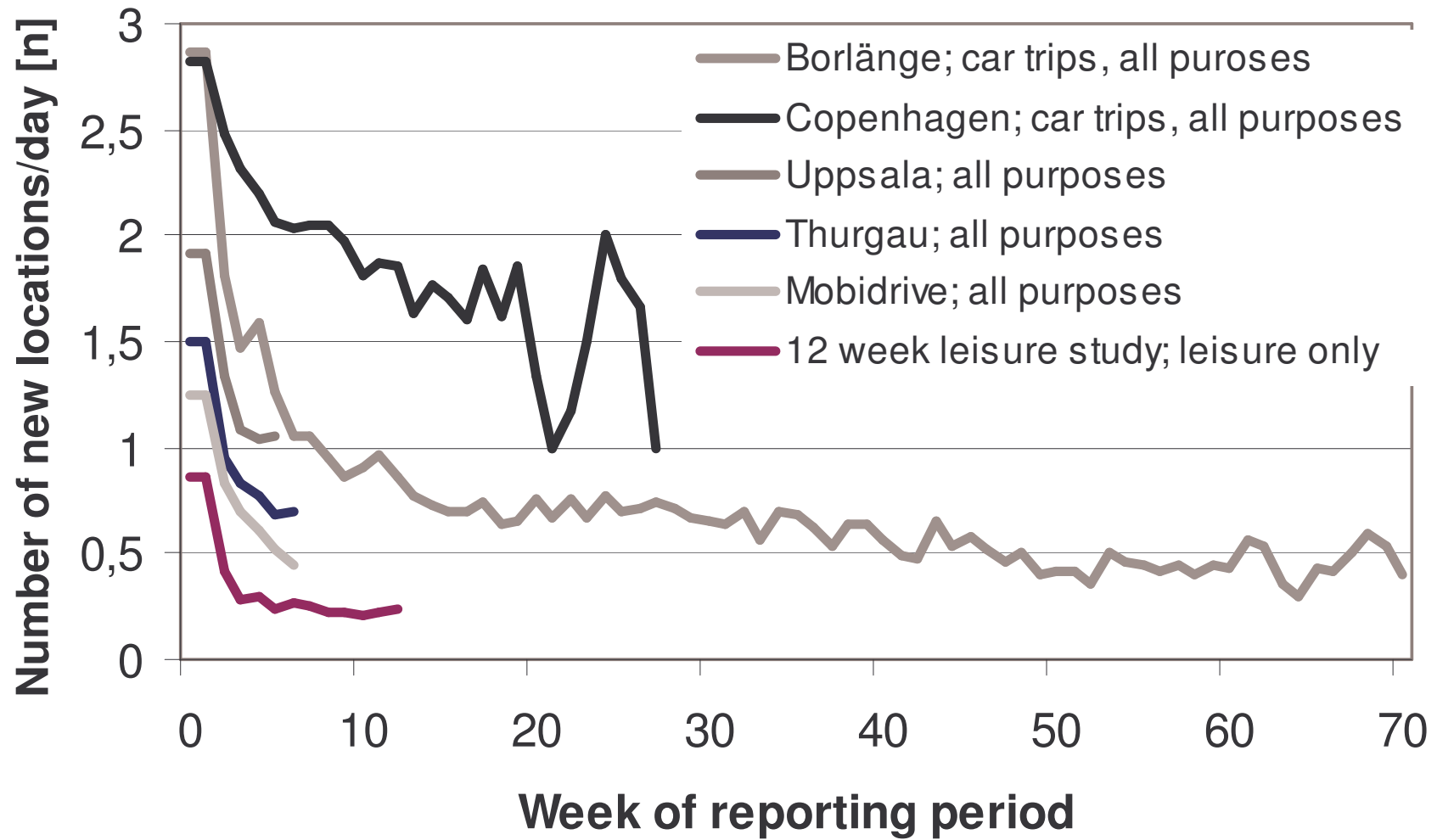
Locations as function of trip number (Thurgau 2003)



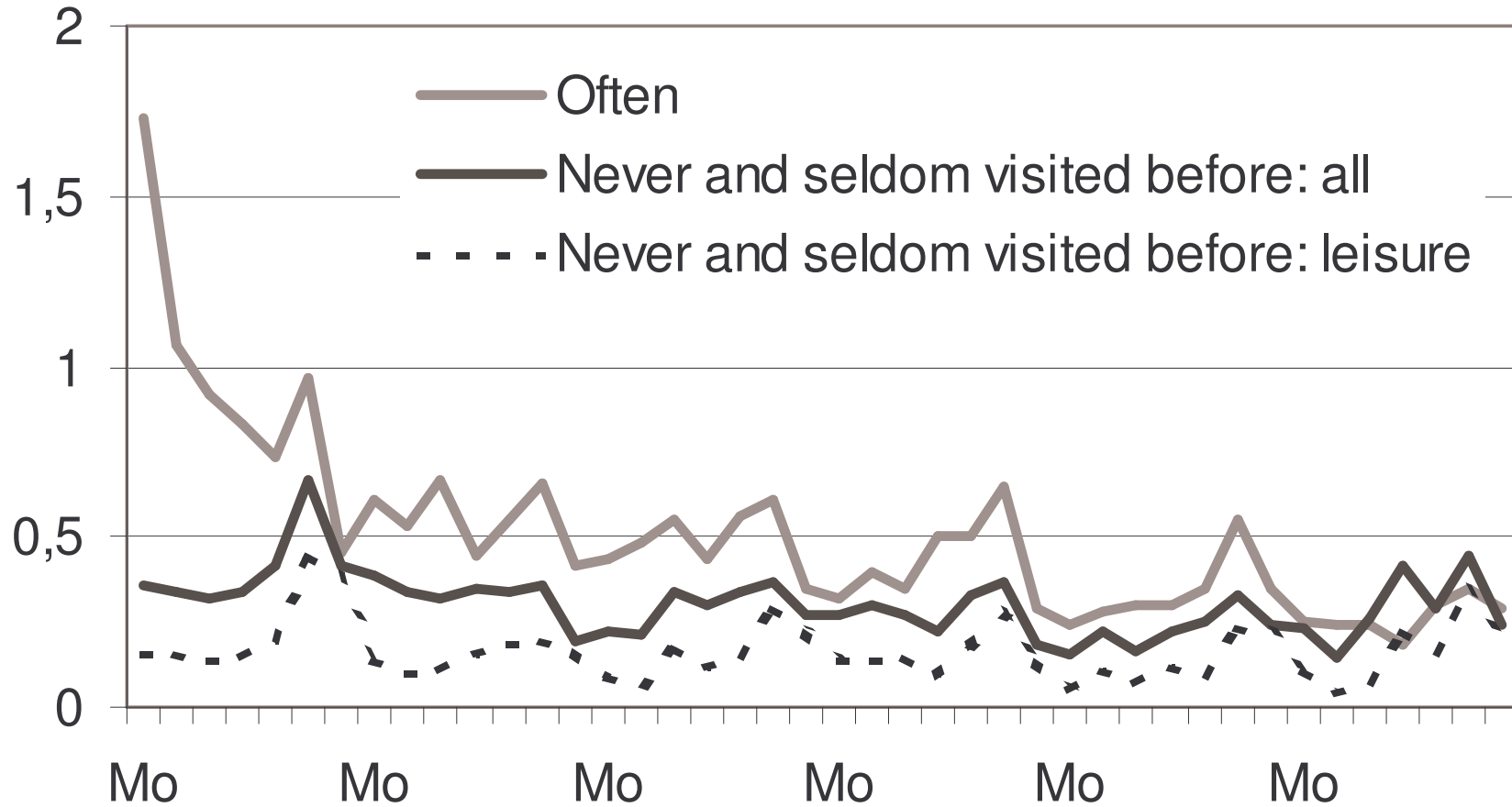
Locations as function of trip number

	Slope		R ²
<i>Mobidrive</i>	All	0.18	0.47
	Car drivers	0.22	0,71
Thurgau	All	0.22	0.37
	Car drivers	0.25	0.73
Uppsala	All	0.22	0.40
	Car drivers	0.25	0.75
Copenhagen	Car drivers	0.28	0.51
Borlänge	Car drivers	0.13	0.39

Locations observed for the first time



Frequency of prior visits (Thurgau 2003)



Never and seldom visited before: 3 or fewer visits
Often: 4 to 10 visits

Summary

Activity spaces:

- Heavily skewed distributions (little socio-demographic explanation)

Locations:

- Possibly a steady ratio of locations to trips

Innovation:

- Doesn't stop

Source:

Schönfelder, S. and K.W. Axhausen (2004) Structure and innovation of human activity spaces, *Arbeitsberichte Verkehrs- und Raumplanung*, **258**, IVT, ETH Zürich, Zürich.

to be found at

<http://www.ivt.ethz.ch/vpl/publications/reports/ab258.pdf>