

AUDIO CHRONICLES

04/09/2013



The urban hinterland: the paradox of proximity?

9 April 2013

Mobility in areas of urban hinterland is not just about long-distance travel – far from it.

The author

FRANCIS BEAUCIRE

Transcription translated into English

Areas of mainly residential urban hinterland are thought to be places of long-distance commuting, especially solitary travel by car, far removed from the sustainable mobility found in built-up, densely populated areas.

These built-up areas are supposed to represent the last bastion of urban development. Hence the recurring battle over urban sprawl – an expression that could do with a more serious geographical basis, it should be said.

But transport mobility in the urban hinterlands is not just about long-distance travel. For a start, shops and services have followed the growth in population of the outer suburbs, where people no longer really depend on the city centre. And even if the journeys by working people to the centres of employment in the city are long, the picture is much less drastic than it might appear.

The average distance travelled to work by people who live and work in these urban

hinterlands is 4.5kms, including many nearby population catchment areas who account for only 15% of the kilometres covered by the entire working population of these hinterlands.

And yet these people who work within the hinterland are not just a small minority – they represent 40% of the working population living in the urban hinterlands, something that should change our view about the complete dependence of these areas on the major city centres.

Mobility

For the Mobile Lives Forum, mobility is understood as the process of how individuals travel across distances in order to deploy through time and space the activities that make up their lifestyles. These travel practices are embedded in socio-technical systems, produced by transport and communication industries and techniques, and by normative discourses on these practices, with considerable social, environmental and spatial impacts.

More

Keywords : Planning, Sustainable development, Peri-urban, Proximity, Commuting, Collective representations



Audio Chronicles by Forum Vies Mobiles are licensed under a Creative Commons Attribution-NonCommercial-NoDerivs 3.0 France License.

Permissions beyond the scope of this license may be available at contact.



Francis Beaucire

Geographer

Francis Beaucire was a geography lecturer at Paris University 1 (Panthéon-Sorbonne) and the National School for Bridges and Roads (ENPC). He was also a researcher at Paris University 1's Industry and Urban Development Research Centre (CRIIA). His work has focused on regional planning, transport and sustainable development.

From same author - See all publications





Public transportation operating, costs need to be put into perspective

Chronicle with Francis Beaucire



Notre-Dame-Des-Landes airport: two visions of the public interest

Chronicle with Francis Beaucire



Return of the Tramways, what have the results been?

Chronicle with Francis Beaucire

¹ <https://en.forumviesmobiles.org/marks/mobility-450>

² <https://en.forumviesmobiles.org/mots-cles/amenagement>

³ <https://en.forumviesmobiles.org/mots-cles/developpement-durable>

⁴ <https://en.forumviesmobiles.org/mots-cles/periurbain>

⁵ <https://en.forumviesmobiles.org/mots-cles/proximite>

⁶ <https://en.forumviesmobiles.org/mots-cles/pendulaire>

⁷ <https://en.forumviesmobiles.org/mots-cles/representations>

⁸ <http://creativecommons.org/licenses/by-nc-nd/3.0/fr/deed.en>

⁹ <https://en.forumviesmobiles.org/www.forumviesmobiles.org>

¹⁰ <http://creativecommons.org/licenses/by-nc-nd/3.0/fr/deed.en>

¹¹ <https://en.forumviesmobiles.org/contact>

¹² <https://en.forumviesmobiles.org/directory/people/2012/12/10/francis-beaucire-geographe-443>

¹³ <https://en.forumviesmobiles.org/directory/people/2012/12/10/francis-beaucire-geographe-443>

¹⁴ <https://en.forumviesmobiles.org/directory/people/2012/12/10/francis-beaucire-geographe-443>

¹⁵ <https://en.forumviesmobiles.org/60sec/2014/04/22/public-transportation-operating-costs-need-be-put-perspective-2303>

¹⁶ <https://en.forumviesmobiles.org/60sec/2014/04/22/public-transportation-operating-costs-need-be-put-perspective-2303>

¹⁷ <https://en.forumviesmobiles.org/60sec/2014/02/27/notre-dame-des-landes-airport-two-visions-public-interest-2214>

¹⁸ <https://en.forumviesmobiles.org/60sec/2014/02/27/notre-dame-des-landes-airport-two-visions-public-interest-2214>

¹⁹ <https://en.forumviesmobiles.org/60sec/2013/11/20/return-tramways-what-have-results-been-1929>

²⁰ <https://en.forumviesmobiles.org/60sec/2013/11/20/return-tramways-what-have-results-been-1929>