



Abstracts

W02- Migration, Residential Mobility, and Housing Policy

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Mobility and the housing market: An examination of new patterns in and around Melbourne, Victoria, Australia

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Significant changes in household demography and housing markets in Australia introduce the potential for new patterns of mobility. This chapter explores this issue through the mobility experiences of people living in two of the fastest growing household forms (young singles and empty nesters). The migration analysis spatially disaggregated Victoria into 11 broad housing markets, four of which were designated as 'new' types of markets: Melbourne's revitalized inner city, the evolving western suburbs of Metropolitan Melbourne, and in regional Victoria, 'Sea Change' and 'Regional Centres'. The empirical analysis draws on an ABS 2001 Special Request Migration Matrix containing unit record level information on all moves between 1996 and 2001. The chapter describes each housing market area; the socio-demographic composition of in-migrants; and the geography of the migration flows. Inner Melbourne exerted a strong pull on young singles from metropolitan Melbourne, interstate and overseas. Sea Change recorded net gains in empty nesters from all other Victorian zones, with a noticeable flow from metropolitan Melbourne. The composition of in-migrants to the Western suburbs indicated an increasingly significant inner city role, while maintaining its established attraction for family households. Regional Centres recorded small net gains in young singles and empty nesters, most having relocated from smaller towns in regional Victoria and seeking better access to jobs, education, and other services and facilities. The results suggest that new mobility patterns are emerging alongside changes in household demography, challenging conventional understandings of notions such as migration streams, awareness space, and the dichotomy between long and short distance moves.

Spatial patterns of labor and study related inter-municipal migration in the Netherlands

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Do people have larger search areas if they want to find a job or a place to study than in the past? In our ENHR-paper 2006, we showed that between 1990 and 2002 people move over larger distances in the Netherlands. This is true for many motives for moving people related to the household, labor, study and housing careers.

Last year, we used a cluster procedure, Intramax, to reveal spatial patterns in housing related inter municipal migration flows for 1990 en 2002. This resulted in a set housing market regions. These are the aggregate search areas in which housing consumers search and find vacancies without loss of work, family and friends. We showed that the spatial patterns have changed. This year, we focus on the spatial patterns that may exist in the migration flows related to study and work careers. Can we reveal labor market regions by means of a cluster procedure? We think that this may be more complex since moving for labor and study often implies long and short distances at the same time.

Our spatial descriptive model may gain more insight in the complexity of spatial patterns and may serve as a first step for micro-level modeling to analyze the causes of these patterns.

Intended and unintended migration and residential mobility

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The residential relocation decision process at the micro level is often studied using information on either stated preferences (focussing on moving intentions) or revealed preferences (focussing on moving behavior). Research in which both kinds of information are being combined is relatively scarce. But a combination of these types of information will generate valuable information about the gap between desires to move and actual behaviour. More insight into the gap between wishes and actual behaviour can be very useful for housing policy makers. Think for example about the estimation of housing demand on the basis of intentions to move.

In this paper, we address the link between the wish to move and actual moving behaviour in the Netherlands. We answer the following questions. To what extent did intended movers and intended stayers actually move over a two-year period? What external and individual circumstances cause individuals to abandon their plans or to move without having intended to? To answer these questions, we use longitudinal data from the Social Statistical Database-satellite Spatial and Social Mobility 1999-2005. The data we extracted from this database includes data concerning the desire to move derived from the 2002 Housing Demand Survey (HDS) and the actual moving behaviour of HDS respondents derived from the population register. We employ logistic regression analysis techniques.

The preliminary results show that only one third of the people who expressed an intention to move in the 2002 Housing Demand Survey actually moved to a different address within the two years after the interview. At the same time, of those who did not intend to move, about seven percent did so. The most important factor influencing intended moves is the strength of the moving intention. The household situation and socio-economic factors influence both the intended and the not intended moves.

Neighbourhood change... reason to leave?

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Literature aimed at enhancing our understanding of residential mobility and the residential choice process has emphasized the role of (changing) household characteristics in relation to characteristics of the dwelling. Very little attention has been paid to date to the role of a changing neighbourhood as a factor influencing residential mobility and the residential choice process. The physical appearance of a neighbourhood, the (relative) level of services and the social structure of a neighbourhood can all change over time. The social structure of a neighbourhood can change fast as some neighbourhoods experience very high levels of population turnover. Processes of neighbourhood change are often beyond residents' sphere of influence. If a changing neighbourhood causes dissatisfaction, the only way to match desire and reality is to move to another neighbourhood.

The question addressed in this paper is to what extent a changing neighbourhood influences different categories residents' wish to leave their neighbourhood. We use data from the 2002 Netherlands Housing Demand Survey, enriched with neighbourhood characteristics. Whether or not people wish to leave their neighbourhood is estimated using a multilevel logistic regression model with cross-level interaction effects between individual and neighbourhood characteristics.

The results show that those residents who feel that their neighbourhood has deteriorated have a much higher probability of wishing to leave the neighbourhood than otherwise comparable residents. With respect to the objective measures of neighbourhood change, the results show that an increase of the proportion of ethnic minorities in the neighbourhood increases the probability that residents want to leave their neighbourhood. The results also show that a high

population turnover in a neighbourhood causes people to have the desire to leave their neighbourhood.

Residential mobility in Flanders: Determinants of mobility and transitions in housing tenure

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In this paper we focus on some crucial aspects of residential mobility in Flanders, using survey data obtained for a random sample of 5216 Flemish households in 2005 (Woonsurvey 2005), carried out by the Kenniscentrum voor Duurzaam Woonbeleid.

The first part of this paper discusses the determinants of residential mobility in Flanders. In particular, we are interested in the effect of residential satisfaction on the desire to move and the effect of characteristics of the household and neighborhood. Following Speares (1974) model of residential satisfaction we predict that satisfaction acts as an intervening variable with regard to mobility desires. Drawing on research inspired by Speares theory, we further hypothesize direct effects of several household and housing characteristics (age, duration of residence and household-type) on mobility desires. Many studies explaining residential mobility so far did not include housing quality as a predictor of housing satisfaction and mobility. Our research tries to overcome this downside by including an indicator of housing quality that takes into account both internal and external housing aspects.

The results of the 2005 Flemish household survey show that almost three households out of four in Flanders are owner-occupier. The survey also made clear that many Flemish households regard home-ownership as the ideal housing tenure. Half of the Flemish tenants report the explicit wish to become owner-occupier. Moreover, four out of ten owner-occupiers reported that the wish to become home-owner was the major motivation for their last move. Given the ideal of home-ownership, the second part of the paper focuses on the household characteristics that are related to transitions in housing tenure. Furthermore, we compare the (self reported) size, quality and comfort of the current and previous dwelling, for households who made a transition in housing tenure.

ADD HOME - Mobility management for housing areas - From car dependency to a free choice of transport modes

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ADD HOME is focusing to a hardly considered field for mobility management: housing areas. So far mobility management has concentrated on destination oriented trips such as work trips, school trips or to events. ADD HOME redesigns the approach to origin related trips taking up successful means of mobility management and transferring them into the field of housing.

This way the project tackles the largest potential compared with the three previous mentioned ones: more than 80 % of modal choices are taken at home! But at home car transportation is dominating like almost nowhere else: The shortest way to the next best mean of transport (except walking!) is the private car parking only a few metres away or even in the house itself. The accessibility of housing areas is designed for cars in most of the cases.

ADD HOME follows a three-step-approach:

First, barriers and potentials for sustainable mobility are analysed and lead to a working programme for step two and three. Legal settings, financial incentives / regulations as well as good practise examples describe the framework settings and possibilities for fostering sustainable mobility at home. They result in case studies (in co-operation with ELTIS) and guidelines to improve the respective status quo.

Second, barriers and possibilities are taking up in demonstrations transferring the findings into the practical background. Good examples either directly form the field of mobility and housing

or from other fields of mobility management will be implemented by the ADD HOME partners. The results are practical guidelines for more followers including 'does and don'ts' for the next implementations.

Third, the results and lessons learnt from the first two steps will be disseminated to the most relevant stakeholders of mobility and housing and to potential multipliers. Training units give the possibility of practical learning directly from the implementers.

Municipal Housing Companies in Sweden - internally and intentionally segregated?

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Starting point for this study is Municipal Housing Companies in Sweden ' Social by Default (Magnusson and Turner 2007) and the future of public housing. Previous research reported an increasing concentration of within the public sector as a function of a decreasing size of the public sector itself.

The aim of this study is to analyse where the vulnerable households live in the municipal housing companies. The theoretical base is the research about segregation but also the literature which combines discussions on segregated residential areas with different kinds of self segregation to solve the company dilemma of being both social and commercial. The main hypothesis is that if there is a conflict with business (to be able to give a return/profit to the municipality) residential segregation among vulnerable households will increase.

Everyday spatial orientations and daily mobility of residents in the Helsinki city centre

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Starting in the 1990s, Helsinki Region has become one of the fastest growing metropolitan areas in Europe. The current urban development of the region is characterized by both centralization and decentralization. The population growth has shifted to the surrounding municipalities, and with the increase in polycentric settlements within the region, the role of the traditional main centre, Helsinki, is also in change.

The ongoing transformation of urban structure affects the patterns of residents' daily mobility and makes interesting to study, how the city is used in daily activities in different urban areas. Lately there has been a debate on best way of ensuring sustainable transportation in the region, as well as questions raised if housing areas will meet the new demands resulting from possible pluralisation of lifestyles.

The aim of my paper is to investigate daily mobility patterns and activity places of residents in the new housing quarters of Helsinki city centre. A compact city structure is often described as a city of short distances and good accessibility. What does this daily reality look like? In this study, everyday spatial orientations will be studied through the locations where residents work, go shopping, make social contacts and concentrate on their hobbies.

The data will involve in-depth interviews with residents and resident inquiries carried out at study areas. The survey data includes spatial data sets (GIS data) containing information on residents' daily activities and choice of travel mode. The study is expected to give more information about the possible transformation of functional urban structure in the region.

Back to the city? Some considerations on the (renewed) residential attractiveness of Swiss cities

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The evaluation of present trends of urbanization according to the principles of sustainability has led to a critique of urban sprawl. Negative impacts have been pointed out such as land consumption, automobile dependence, urbanization costs, social segregation. In reaction to the sprawl city, the model of the compact city has been suggested as well as several principles of land use (densification of the built environment, regeneration of wastelands). In other words, the goal is 'to rebuild the city within the city'.

These principles have come increasingly to the fore in Switzerland. The advantages of limiting urban sprawl and promoting inward development are well developed in academic literature and in official documents. But some central questions remain unanswered: Which social categories are more likely to go back to the city? What is the profile of the new urban dwellers? What are their residential trajectories and motivations?

Our presentation will tackle some of these questions. We will first use the population census to determine the profile of the people who have settled down in recently-built dwellings in the main Swiss cities (with the central hypotheses being new-build gentrification). We will then present the results of a survey (in-depths interviews with the inhabitants of a new district in a Swiss city) to determine their residential trajectories (the former place of residence will show to which extent it marks a return-to-the-city movement or a redistribution of the households who prefer not to move to the suburbs) and the motivations underlying the choice of a central location.

On the whole, our paper will provide some elements to the debate about the feasibility and desirability of the compact city. It will help to better understand the links between housing market and urban form in the perspective to implement a sustainable urban development.

The socioeconomic profiles of urban peripheries: The new residential strategies of the medium class and the dispersion urbanism

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The main aim of this communication is to analyze the expansion of disperse urban planning related to new residential strategies of the medium class. The research studies the process of development of low-density residential areas in the Metropolitan Region of Barcelona from their origins (60') until the current moment. To exemplify it, the territorial model puts in relation with the needs of the model of production, the dynamics of housing market and strategies and residential motivations which the different groups of people that they have occupied these housing developments have had. In the last years, residential areas have proliferated in the set of the Metropolitan Area of Barcelona. It process consolidates a territorial model where juxtaposes, on the one hand, the city compacts one typical of the Mediterranean cities and, of the other one, the housing development disperse and of low density. Part of this process explains for the residential strategies of medium classes that they have moved to residential areas of low-density as a consequence of the increase of prices of a house that satisfy several expectative about this house. The strategies and residential motivations of these groups, their main sociodemographic characteristics and social effects of this process will be the object of this communication. The results that are presented corresponds to a project realized in the Metropolitan Area of Barcelona, 'Mobility, Family Solidarity and Citizenship in the Metropolitan Regions', which has been financed by the Ministry of Science and Technology for the National R+D+I plan 2004'2006. The empirical work carried out a survey in 21 residential areas classified by demographic characteristics and socioeconomic level and a set of interviews in depth carried out in residents in these areas.

Rediscovering urban neighbourhoods - Residential mobility motivations of urban dwellers in settlements of the 1950s - 1960s

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City districts go through cycles of investment and utilisation. They grow through new development projects, shrink when residents move away. Within urban neighbourhoods, life cycles of buildings and infrastructures interact with those of urban residents in complex ways. In the past, these processes ran their course smoothly: established neighbourhoods were filled with new dwellers and functions.

In many European cities, post-war settlements from the 1950's to the early 1970's form a large part of the urban housing stock. Today, buildings as well as technical and social infrastructures are often poorly maintained. Many settlements no longer match contemporary housing needs and have been losing attractiveness to important groups of residents. On the other hand, these urban settlements provide a large potential for sustainable urban development, if they can be adapted to the conditions of demographic and structural change.

Drawing on a qualitative empirical survey in two German cities (Kiel and Goettingen), the contribution will analyse residential mobility decisions, perceptions and restrictions of inner urban and suburb to city movers, putting the focus on post-war neighbourhoods and settlements. Special emphasis will be given to the motivations and attitudes of residents that lie behind moving decisions towards those settlements. Which social groups can be identified as a potential 'next generation' of 1950-1970 urban neighbourhoods' residents? How do these groups perceive and evaluate the specific qualities of these buildings and housing environments? Which conclusions can be drawn for the development of integrated and preventive strategies of city administrations and housing companies in order to manage the life cycles of urban neighbourhoods?