

Mobility for work purpose in the Tokyo Metropolitan Area: Commuting and behavior patterns

B09



Gaston San Cristobal

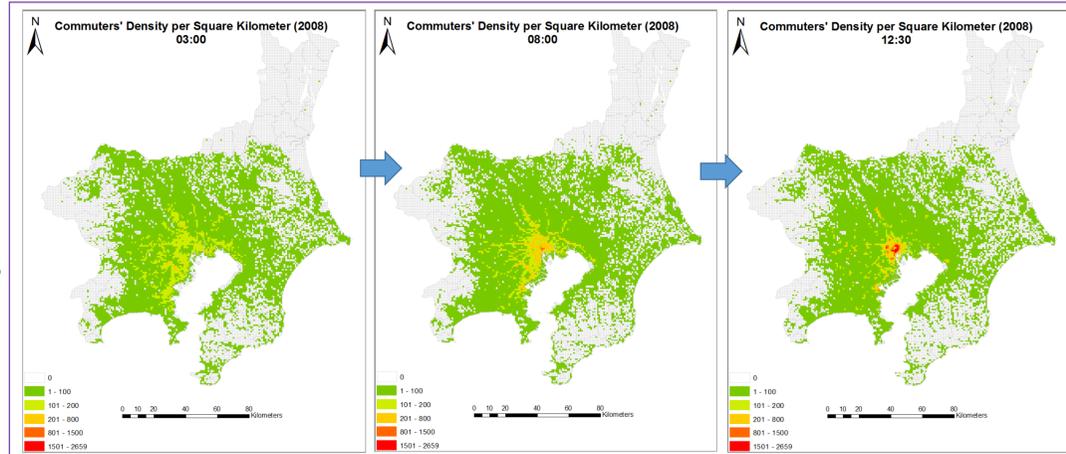
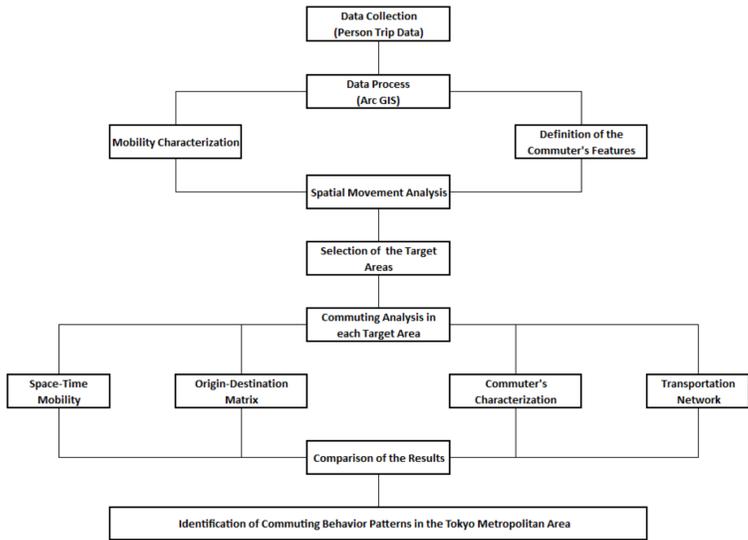
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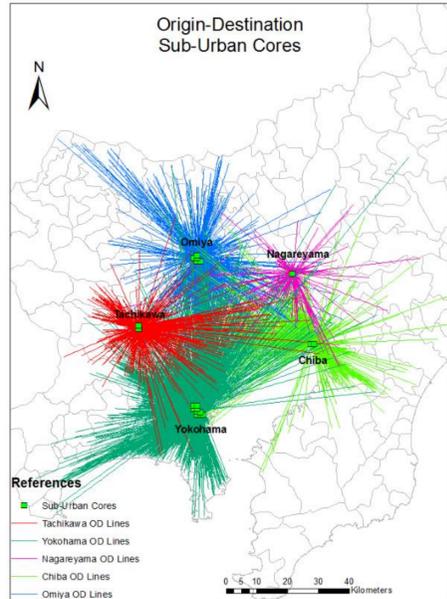
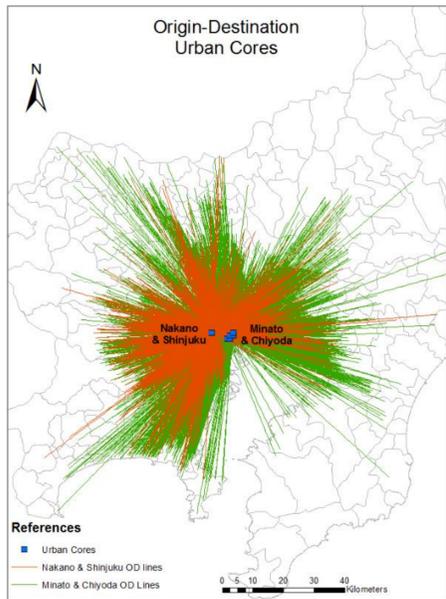
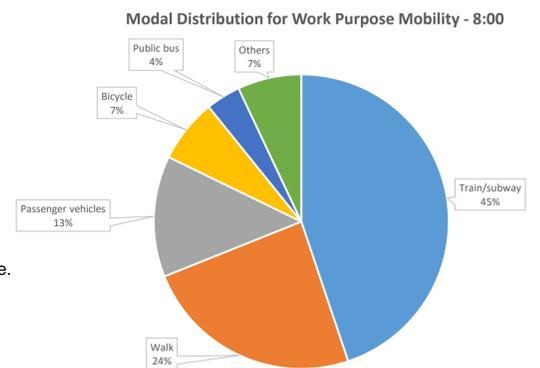
Purpose

To investigate the mobility for work purposes in the Tokyo Metropolitan Area in order to explain the different behavior patterns of commuters in urban and suburban cores considering the accessibility to the public transportation network.

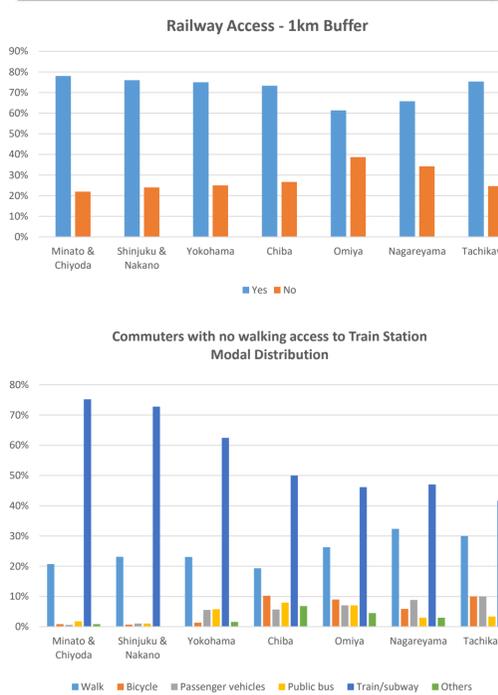
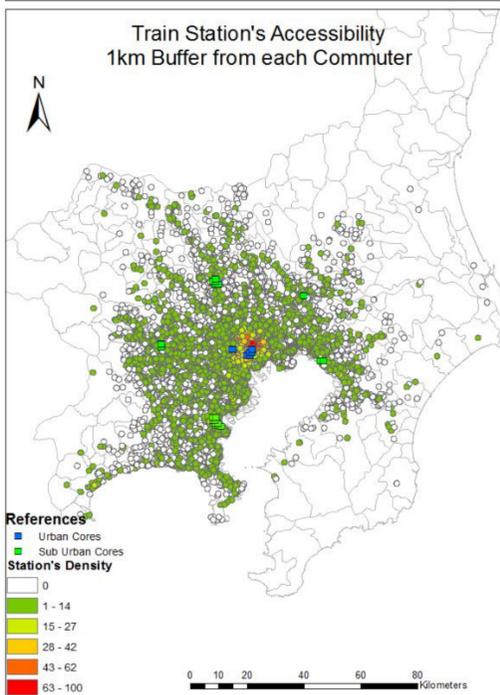
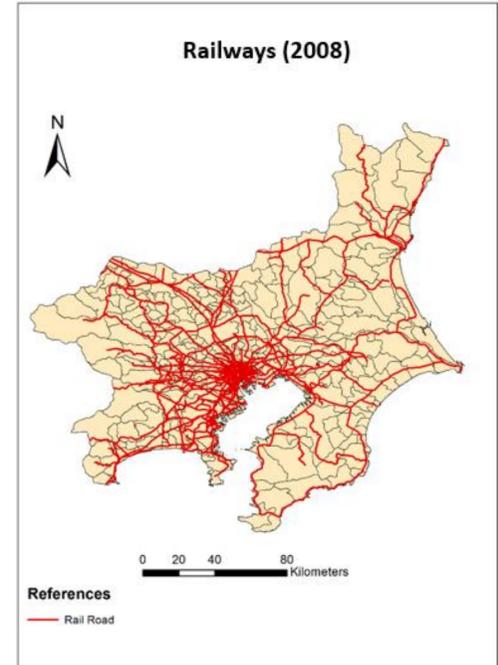
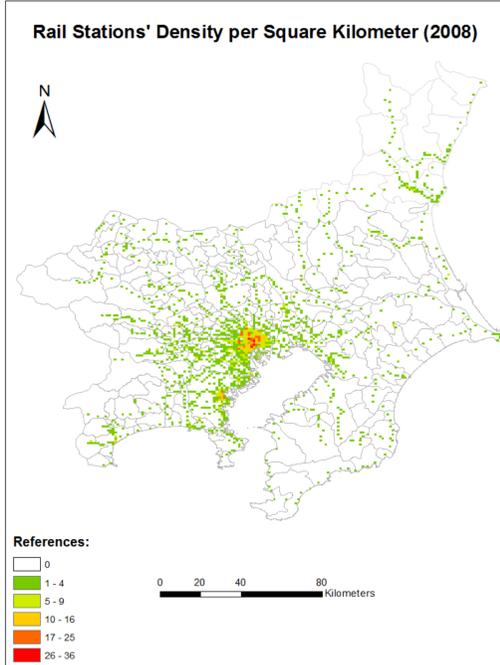
Methodology



- Nighttime: 3:00**
 Shift with more records with less people in motion.
Assumption: Workers are in their households.
- Movement: 8:00**
 Shift with more people in motion during all the day.
Assumption: Workers are moving to their job's facilities.
- At Work: 12:30**
 Shift with less people in motion within the workable day time.
Assumption: Workers are located in their work facility.



Origin (3:00)	Destination (12:30)						
	Urban Cores		Sub Urban Cores				
	Shinjuku & Nakano	Minato & Chiyoda	Yokohama	Chiba	Omiya	Nagareyama	Tachikawa
Chiba	9%	16%	1%	76%	3%	86%	1%
Ibaraki	0%	1%	0%	0%	1%	3%	0%
Kanagawa	17%	20%	88%	4%	3%	1%	9%
Saitama	15%	13%	2%	3%	81%	4%	3%
Tokyo	59%	50%	10%	17%	12%	5%	87%
Total Records	2031	11547	4511	785	1377	291	773



Results

- The day population in the busiest urban cores are bigger than night population and that is mostly explained by the day commuting activity of the workers.
- In the Urban Cores about the half of the workers commute from long distances outside these cores, while in sub-urban cores people commute shorter distances.
- Despite the train public service is the most chosen by the commuters, in the sub-urban cores commuters also choose other modes of transportation to move to their work facilities.
- The railway network has considerably more access points in the urban cores' area than in the sub-urban cores.
- People with no walking access to a train station in the central cores, still have a considerable preference to the train service. On the other hand, in the sub-urban cores, the limitation of access to a train station affects more the decision of using other mode of transportation.

Acknowledgements

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