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9 Social Inequalities in Network Capital [F] | John Urry

This paper examines a major new form of social inequality that has been much neglected in contemporary social science. This form of inequality stems from the very different opportunities people have for movement, of themselves and of others. In order to examine such movement the paper first examines the relationship between inequality and citizenship. It then considers one particular formulation of citizenship, namely through UK debates on the concept and measurement of “access”. The main section of the paper concerns the new concept of “network capital” and considers some uses to which this new notion can be put. There is a conclusion that connects notions of network capital with issues of power and “exitability” in the contemporary age.

Keywords: network capital, access, mobility, citizenship, power and inequality

27 Mobility, Motility and Freedom: The Structural Story as Analytical Tool for Understanding the Interconnection [E] | Malene Freudendal-Pedersen

This article presents the concept of “structural stories”. A structural story is a kind of automatic explanation that expresses a certain standard in society. An example could be “when one has children one needs a car” or “one cannot rely on the public transport system, there are always delays”. These structural stories exist because of the conditions under which late modern societies mould their foundation and because of the mechanisms of control that maintain the generally accepted validity of the structural stories. In our effort to create “the good life”, mobility has become an inevitable part of late modern everyday life and, equally important, the possibilities of mobility i. e. motility. The motility is an expression of the utopia of freedom and happiness as driving forces in creating the good life, where mobility plays an increasing role.

Keywords: structural stories, everyday life, mobility, freedom

45 Unravelling Invisible Inequalities in the City through Urban Daily Mobility. The Case of Santiago de Chile [E] | P.A. Jiron

The study of urban inequality in Latin America has been well documented over the past decades, as has been the emergence of polarisation and fragmentation in its cities. However, there are three main problems with the way spatialised inequality has been studied: it has been made to equal residential segregation; excessive quantitative analysis have ignored everyday implications of inequality; and cities have been assumed to be static, neglecting the tendency of cities and dwellers to become increasingly mobile. Using an ethnographic approach, the paper explains how urban inequality generates differentiated experiences of urban daily mobility in Santiago de Chile.

Keywords: urban inequality, urban daily mobility, Santiago de Chile

69 Regional Ties, Geographical Mobility and the Labour Market. Analyses for Switzerland and Germany [G] | Martin Abraham and Natascha Nisic

During the past decades a considerable change in mobility patterns can be observed in modern western societies. Apparently the growing importance of individual mobility does not lead to higher rates of residential mobility, but to an increase of commuting behaviour. Due to this development the following article aims at analysing the determinants of the daily commute in Switzerland and Germany. Our main focus is on how regional bonds of employees bring about disadvantages for their placement on the labour market. As previous findings suggest, regional mobility should lead to higher income. On the other hand it can be argued that social capital coming along with regional immobility can help to compensate for these disadvantages. We use data of the 1998 Swiss Labour Market Survey (SAMS) for Switzerland and the Socioeconomic Panel (SOEP) for Germany to examine the role of regional bonds for both commuting and labour market placement. We can show that regional bonds, associated with lower mobility, lead to inequalities on the labour market.

Keywords: regional mobility, commuting mobility, labour market income, regional bonds

89 Inequality Regarding Mobility: Observations and Policies [F] | Marie-Hélène Bacqué and Sylvie Fol

Mobility, a growing trend in contemporary urban societies, also helps reinforce social inequality. This observation has in recent years led to public policies that tend to improve access to urban mobility, which comprises both changing place of residence and commuting. These policies, which have been applied in North America and several European countries, are based on the same postulate: segregation goes hand in hand with unequal access to mobility and this results in spatial and social confinement for those caught in this situation. This confinement makes it difficult to find work and to participate in social networks that are effective in terms of integration in society. This article discusses this postulate with reference to the academic literature and to policies concerning residential mobility and urban commuting.

Keywords: mobility inequalities, neighbourhood effects, spatial mismatch, transportation policies, desegregation policies

105 Socio-spatial Conditions of the Constitution of the Neoconservative Ideology of the Swiss People's Party. A Community-Study of a Suburban Municipality in the Canton of Zurich – Based on the Sociology of Knowledge

[G] | Lukas Zollinger

The article analyses the political way of thinking of the Swiss People's Party (Schweizerische Volkspartei) considered within the specific socio-spatial framework in which it has been constituted. The paper presents the central categories of interpretation of the neoconservative ideology and points at the interdependency between the socio-spatial and the socio-structural framework, and the concrete way of thinking at the communal level. The specific structural conditions of the considered suburban municipality in the metropolitan area of Zurich lead, on the one hand, to a high share of foreigners, on the other hand to the lack of a centre for a settled community and a qualified public. Finally, the diffuse notion of "self responsibility" with no direct connection to any actual local problems bears witness of a successful policy of attachments in the context of a "charismatic authoritative group" (Max Weber).

Keywords: political sociology, social space, community studies, sociology of knowledge, qualitative analysis, neoconservatism

135 The Interconnection of Two Dynamics. Mobility of Young People in Modern Societies [G] | Claus J. Tully and Dirk Baier

The topic of the article is a theoretical and empirical reconstruction of the everyday mobility of young people. The mobility of young people differs in several aspects from the mobility of adults: the former are more mobile, move less purposefully, more spontaneously and playfully. We can demonstrate that in the daily life of young people specific biographical patterns of mobility can be identified. Three theses are developed in the article: 1. Societies are always mobile but certain stages can be distinguished. Contemporary Societies (Mobile Society II) can be characterised as increasingly mobile societies (dynamic one). 2. Adolescents refer to the given mobile opportunities and requirements. They deal with the given opportunities and requirements in their own way (dynamic two). 3. Mobility of young people is rather complex. Their distinctive styles are examined in an empirical, differential analysis of mobility in different subgroups of people. The second part of the article deals with the results of 4417 quantitative and 80 qualitative interviews with adolescents and young people aged 15 to 26. An important concern is to find out the reasons for the use of a car, given the fact that a car plays an important part in the everyday life of the youth in contemporary societies. Finally we present, based on the empirical results, a concept of socialization of mobility.

Keywords: mobility, technology, youth, modernity

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