

the impacts of the Israeli-Palestinian conflict and sense of collective fear by the Israeli Arab-Palestinians as an ethnic minority, adoption of this insight can prove a powerful public policy tool by Israeli government regarding their high natural increase rate. Such policy would wisely allocate proper agrarian resources to this population, particularly to the Negev Bedouin, among whom this equation is very acute. This policy might very faithfully serve Zionist economic and geopolitical strategic interests.

These reflections do not impair the value of this book whatsoever. Clearly, the readers are presented with a very important book portraying an interesting and challenging reality from various perspectives which confronts prevailing truths, shedding them with new light, and offering new and serious insights and conclusions. It thus provides an avenue for new scientific and public discussion. This is indeed what one would expect from a scholarly book that has social and political implications.

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URBAN RHYTHMS AND TRAVEL BEHAVIOUR – SPATIAL AND TEMPORAL PHENOMENA OF DAILY TRAVEL, By Stefan Schonfelder and Kay W. Axhausen. Surrey, UK: Ashgate, 2010.

Time-space geography has been studied for quite a while in our discipline. Recent availability of longitudinal data on individual trip making and GPS observations have provided the authors of *Urban Rhythms and Travel Behaviour* new insights and ability to describe and model the variability of individual travel patterns. This book illustrates the contribution of the time-space geographic approach to the study of travel behavior. It provides both a theoretical approach to long-term decision making in time and space and an explorative analysis of recently collected data sets, revealing the structures and behavioral mechanisms involved. In the area of transport studies, this approach is known and practiced under the title of activity-based analysis. Although patterns and rhythms of urban life have fascinated observers ever since urban life began, this study employs, for the first time, multiday geocoded observations to address questions raised earlier in the fields of both geography and transportation, but never pursued for lack of data. The book tries to answer the following questions: What are the multiday rhythms of activity participation? How variable is behavior from day to day? What is the size and shape of human activity space in the urban area? How is innovation in spatial choice mixed with well-known routines? By answering these questions, the book illuminates how planning should translate the answers into forecasting tools and transport strategies.

The book contains four parts, including altogether 12 chapters, dealing with: 1. Foundations; 2. Temporal aspects of daily travel behavior; 3. Human spatial behav-

ior and the analysis of activity spaces and; 4. Conclusions, with an interpretation of the findings. The first part introduces the subject by sketching the interaction between social networks, activity spaces, and traffic growth. Then, it develops qualitative models of personal activity space and commercial markets. This part continues with the definition of measurement units for human movement followed by the scope of transport activity surveys. Still in the first part, the authors provide a theoretical and empirical background for the analyses provided by the book, focusing on the introduction of the *activity-based –analysis* (ABA) tradition within mobility research. Different levels of reporting in travel and activity diaries result in various non-reporting strategies. They are later summarized, enabling the authors to suggest expected values for the most crucial of them. This part of the book closes with a detailed description of the various data sources and clarifies differences between the observation approaches, especially between travel-diary surveys and in-vehicle GPS tracking. I find these clarifications of outmost importance for all those investigating human spatial behavior with innovative tracking devices.

The second part of the book deals with the various aspects of day-to-day travel behavior. The authors suggest a framework for understanding the individual's process of scheduling his/her activities and summarize the current knowledge of the individual's commitment to trips and activities. It then proceeds with the variability and periodicity of personal day-to-day travel, providing another conceptual framework for investigating the variability in this kind of travel, together with a suitable modeling approach to capture the variables affecting it.

Human spatial behavior and the resulting activity spaces are measured and analyzed in the third part. The authors also provide a synopsis of the results gained by two analytical approaches – enumeration of trips and locations over time, and a continuous representation and measurement of space usage. This section, using longitudinal data, actually reveals the long-term structures of human activity spaces. It comprises a description of the development of indicators to visualize and measure human activity space as well as a broad analysis of the data. The reader can find results from various surveys in various countries in a very clear and comparative manner.

The final part concludes with a summary of the results and a methodological and policy-relevant review of the major findings. The analysis of the longitudinal travel data shows a distinct ambiguity between strong habits and the aspiration for variety-seeking in spatial behavior. The book provides a comprehensive list of resources, which I found very useful for any study in this field.

In summary, it is an exciting book. I recommend it to anyone interested in time-space studies as well as to anyone interested in leading travel behavior research.

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