
Abstract

Everyday mobility for working purposes constitutes an increasingly frequent phenomenon in most EU countries, thus raising significant questions about spatial design and planning. The rise in this form of mobility has a dual dimension, since it is connected both with the volume of the active population moving on a daily basis and with the expansion of distances travelled. According to 2001 population census data, everyday mobility in Greece concerns more than 25% of the workforce. This phenomenon is particularly strong in the essentially urban regions of the country, reaching a 44% in Attica and 36% in the Municipality of Thessaloniki. This everyday mobility is also apparent – to a much lesser extent though – in the other municipalities of Greece as well as in the countryside. This observation reveals, beyond the well-known polarization of employment into the main urban centers of the country and the countryside, the increasing importance of small-to-medium-sized towns in terms of employment offers. Consequently, the issue of “autonomy” or “dependency” of local labour markets is raised, especially for the municipalities of the mainland.