

(2011). "Mobilities : new perspectives on transport and society." [Transport and society](#).

(2014). "The Routledge handbook of mobilities / edited by Peter Adey, David Bissell, Kevin Hannam, Peter Merriman, Mimi Sheller."

"This Handbook explores and critically evaluates the debates, approaches, controversies and methodologies, inherent to this rapidly expanding discipline. It brings together leading specialists from range of backgrounds and geographical regions to provide an authoritative and comprehensive overview of this field, conveying cutting edge research in an accessible way whilst giving detailed grounding in the evolution of past debates on mobilities. It illustrates disciplinary trends and pathways, from migration studies and transport history to communications research, featuring methodological innovations and developments and conceptual histories - from feminist theory to tourist studies. It explores the dominant figures of mobility, from children to soldiers and the mobility impaired

Adey, P., et al. (2014). Introduction. [The Routledge Handbook of Mobilities](#). P. Adey, D. Bissell, K. Hannam, P. Merriman and M. Sheller. London, Routledge.

in GZ Zugriff auf eBook, kann man nur zweilweise runter laden und insg. 94 Seiten

Aguiar, M. e., et al. [Mobilities, Literature, Culture](#).

AHAS (2004). Motor Vehicle Traffic Fatalities & Fatality Rate: 1899 – 2003., Advocates for Highway and Auto Safety.

Alajlan, M. and A. Belghith (2017). [Supporting Seamless Mobility for Real-Time Applications in Named Data Networking](#). Procedia Computer Science 110.

Aldred, R. and K. Jungnickel (2012). "Constructing Mobile Places between "Leisure" and "Transport": A Case Study of Two Group Cycle Rides." [Sociology](#) **46**: 523-539.

This article contributes to a growing literature examining the sociological significance of mobile places, exploring mobile place-making through an analysis of the practice of weekend group leisure cycling. These rides represent a mobility practice where the main aim of participants may be 'leisure' but most infrastructure used is designated for 'transport'. Using ethnographic methods, the article provides an analysis of rhythm, positioning and communication on two group rides, one from Hull into the East Yorkshire countryside and one in London. External (including motor traffic flow and route type) and internal (including group composition and experience) factors shape the relationship between the riders and their ride, and hence the mobile places that they co-create. The article argues that cyclists riding in groups create distinctively flexible social spaces. These group cycling practices variously challenge, mimic and adapt to the motorized orientation of much road space.

Archer, N. (2017). "Genre on the road: the road movie as automobilities research." [Mobilities](#) **12**: 509-519.

Ardente, F., et al. (2019). The future of road transport - Implications of automated, connected, low-carbon and shared mobility. M. Alonso Raposo and B. Ciuffo. Luxembourg, Publications Office of the European Union.

Becker, U. J., et al. (2012). The True Costs of Automobility: External Costs of Cars Overview on existing estimates in EU-27. Dresden, The Greens/EFA in the European Parliament.

Beckmann, J. (2004). "Mobility and Safety." [Theory, Culture & Society](#) **21**: 81-100.

The article offers an insight into road traffic accidents by unravelling both the internal elements and the social context of the so-called car-driver hybrid. It takes a critical perspective on the art of designing road safety. More importantly, it seeks to contribute to social studies of transport and mobility through development of analytical concepts within the discipline. The points of departure are the inherent ambiguities of mobility. The author suggests that 'being in traffic' is always determined by coexisting forms of mobility and immobility. This ambivalent stage is then called motility. The author discusses car-drivers as motile hybrids, as they are mobile and immobile, as well as subjects and objects at the same time. In order to apply these concepts, the question of what happens to hybrids in crashes is addressed, employing Bruno

Latour's concept of 'immutable mobiles'. The article concludes with a discussion of the social role of road safety experts, arguing that transport safety experts create a specific kind of spatio-temporal order within which the motile hybrid exists. It is the safety professional who decides when to take agency away from the subject and give it to the object, and it she who determines where to slow down and where to speed up the car-driver hybrid. ABSTRACT FROM AUTHOR]; Copyright of Theory, Culture & Society is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Bell, M. M. and G. Osti (2010). "Mobilities and Ruralities: An Introduction." *Sociologia Ruralis* **50**: 199-204.

Bertoncello, M. and D. Wee (2015). Ten ways autonomous driving could redefine the automotive world. London, McKinsey.

Best, A. L. (2006). "Fast cars, cool rides: the accelerating world of youth and their cars." 257.

Birtchnell, T. and J. Urry (2016). Small Technologies and Big Systems. *The Mobilities Paradigm: Discourses and Ideologies*: 186-201.

"Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." "Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." --Back cover. From mobility to its ideology: when mobility becomes an imperative / Christophe Mincke -- Identity construction and mobility in pilgrims' and travelers' writings: contemporary reports about the Way of St. James and the Hippie Trail / Frank Neubert -- Instrumentalising the 'mobility argument': discursive patterns in the Romanian media / Camelia Beciu and Mirela Lazar -- The discursive accomplishment of rationalities in the automobility regime / Laura Bang Lindegaard -- Who does the move? affirmation or de-construction of the solitary mobile subject / Katharina Manderscheid -- Passengers without havens? discourses on the hypermobile subject and self-conceptions of frequent travellers / Marcel Endres -- 'Inappropriate' Europeans. On fear, space, and Roma mobility / Birgitta Frello -- For the power, against the power: the political discourses of high-speed rail in Europe, the United States and China / Ander Audikana and Zhenhua Chen -- Small technologies and big systems / Thomas Birtchnell and John Urry -- From the urban planning discourse to a circulation dispositif -- an epistemological approach to the mobility turn / Pauline Wolff.

Bogard, W. (2009). "Mobilities." *Surveillance & Society* **6**: 188-189.
The article reviews the book "Mobilities," by John Urry.

Böhm, S., et al. (2006). Conceptualizing Automobility. *Against Automobility*. S. Böhm, J. Campbell, C. Land and M. Paterson. Oxford, Blackwell: 3-16.

Böhm, S., et al., Eds. (2006). *Against Automobility*. Malden, MA, Blackwell.

Böhm, S., et al. (2006). Introduction: Impossibilities of automobility. *Against automobility*. S. Böhm, C. Jones, C. Land and M. Paterson. Malden, MA, Blackwell: 3-16.

Bonham, J. (2006). Transport: Disciplining the body that travels. *Against automobility*. S. Böhm, C. Jones, C. Land and

M. Paterson. Malden, MA, Blackwell: 57-74.

Bonnefon, J.-F., et al. (2016). "The social dilemma of autonomous vehicles." *Science* **352**(6293): 1573-1576.

Brand, R. (2008). "People plus Technology: New Approaches to Sustainable Mobility." *Built Environment* **34**: 133-139.

Braun, R. (2016). The Autonomous Vehicle Revolution. *Multi-Level (e)Governance: Is ICT a means to enhance transparency and democracy*. Wien, Austrian Computer Society: 521-530.

Braun, R. (2017). "Kinotopic consumptionscapes: Impact of autonomous mobility on consumption and sociotechnical futures." *MARKETING ÉS MENEDZSMENT* **51**(Special issue ICC): 15-26.

Braun, R. (2018). "Utopia, Dystopia, Monotopia and Kinotopia: Power Discourses of the European Union on the Future of Automobility." *Under Review*.

Braun, R. (2019). Autonomous Vehicles: From Science Fiction to Sustainable Future. *Mobilities, Literature, Culture*. M. Aguiar, C. Mathieson and L. Pearce, Palgrave Macmillan: 259-280.

Braun, R. (under review). "Utopia, dystopia and monotopia: EU power discourses and the future of automobility."

Braun, R. and R. Randell (2019). "The Automobility Imaginary." *In Progress*.

Braun, R. and R. Randell (under review). "The Imaginary of Automobility." *Mobilities*.

Brottman, M. (2001). *Car Crash Culture*. New York, Palgrave.

Buehler, R., et al. (2017). "Reducing car dependence in the heart of Europe: lessons from Germany, Austria, and Switzerland." *Transport Reviews* **37**(1): 4-28.

Butler, A. A., et al. (2016). "Perceptions of Speed and Risk: Experimental Studies of Road Crossing by Older People." *PLOS ONE* **11**(4): e0152617.

Crossing a road safely is a complex task requiring good sensorimotor function and integration of information about traffic speed, distances and one's own speed. Poor judgement through age-related sensorimotor or cognitive impairment or a predisposition to take risks could lead to errors with serious consequences. On a simulated road, 85 participants (age ≥ 70 years) were asked to cross in front of an approaching car with a clearance as small as considered safe in two conditions; (1) with nothing else to attend to (free crossing) and (2) with an additional ball-gathering task while waiting to cross (task crossing). Participants were categorised according to their crossing outcome (failed to cross, 'hit', exact, safe, cautious). Participants also performed two sub-studies; (1) the perception of the time-to-arrival of moving objects and (2) the perception of own gait speed. Physical and cognitive function and everyday risk-taking behaviour were also assessed. In free crossing, clearances varied but no participants were "hit" by the car. In task crossing, participants allowed smaller clearances and 10% of participants would have been hit while 13% missed the opportunity to cross altogether. Across a wide range of physical and cognitive measures, including perceived and actual gait speed, a consistent pattern was observed in the task crossing condition. The exact group performed best, the 'hit', safe and cautious groups performed less well while those who missed the opportunity (fail) performed worst. The exact group reported taking the greatest risks in everyday life whereas the remaining groups reported being cautious. In conclusion, we found older people with poorer perceptual, physical and cognitive function made inappropriate and risky decisions in a divided attention road-crossing task despite self-reports of cautious behaviour in everyday life.

Caletrío, J. (2016). "Mobilities paradigm." *Mobile Lives Forum*.

Campbell, D. (2005). "The Biopolitics of Security: Oil, Empire, and the Sports Utility Vehicle." *American Quarterly* **57**:

943-972.

Canzler, W. and A. Knie (2016). "Mobility in the age of digital modernity: why the private car is losing its significance, intermodal transport is winning and why digitalisation is the key." Applied Mobilities **1**(1): 56-67.

Carrington, D. (2018). Health effects of diesel "cost European taxpayers billions". The Guardian.

Cass, N. and K. Manderscheid (2018). The automobility system: mobility justice and freedom under sustainability. Mobilities, Mobility Justice and Social Justice. N. Cook and D. Butz. London, New York, Routledge: 101-115.

CEC, C. o. E. C. (2007). Green Paper Towards a New Culture for Urban Mobility. Brussels, CEC.

Clarsen, G. (2014). Feminism and Gender. The Routledge handbook of mobilities. P. Adey, B. David, H. Kevin, P. Merriman and M. Sheller. London, Routledge.

"This Handbook explores and critically evaluates the debates, approaches, controversies and methodologies, inherent to this rapidly expanding discipline. It brings together leading specialists from range of backgrounds and geographical regions to provide an authoritative and comprehensive overview of this field, conveying cutting edge research in an accessible way whilst giving detailed grounding in the evolution of past debates on mobilities. It illustrates disciplinary trends and pathways, from migration studies and transport history to communications research, featuring methodological innovations and developments and conceptual histories - from feminist theory to tourist studies. It explores the dominant figures of mobility, from children to soldiers and the mobility impaired

Cochoy, F. (2009). "Driving a Shopping Cart from STS to Business, and the Other Way Round: On the Introduction of Shopping Carts in American Grocery Stores (1936—1959)." Organization **16**(1): 31-55.

This paper proposes to address the 'does STS mean business' debate by telling the weird empirical story of the introduction of shopping carts in American grocery stores from their early beginnings in 1936 to their ubiquitous presence by the end of the 1950s, based on a systematic reading of the trade journal *Progressive Grocer* over the period. Through this story, the author intends to show that 'business studies' may benefit from an STS-derived symmetrical look at market actors and their objects based on an 'archaeology of present times'. In stressing the ambiguities of the case, he also argues that STS should study contemporary flexible forms of organizing.

Conley, J. (2012). A Sociology of Traffic: Driving, Cycling, Walking. Technologies of mobility in the Americas. P. Vannini, L. Budd, O. B. Jensen, C. Frisker and P. Jirón. New York, Peter Lang: 219-236.

Cresswell, T. (2001). "The production of mobilities." New Formations **43**: 11-25.

Cresswell, T. (2010). "Towards a politics of mobility." Environment and Planning D: Society and Space **28**: 17-31.

This paper proposes an approach to mobility that takes both historical mobilities and forms of immobility seriously. It is argued that is important for the development of a politics of mobility. To do this it suggests that mobility can be thought of as an entanglement of movement, representation, and practice. Following this it argues for a more finely developed politics of mobility that thinks below the level of mobility and immobility in terms of motive force, speed, rhythm, route, experience, and friction. Finally, it outlines a notion of 'constellations of mobility' that entails considering the historical existence of fragile senses of movement, meaning, and practice marked by distinct forms of mobile politics and regulation.

Culver, G. (2018). "Death and the Car: On (Auto)Mobility, Violence, and Injustice." ACME: An International Journal for Critical Geographies **17**(1): 144-170.

Curts, K. (2015). "Temples and turnpikes in "The World of Tomorrow": Religious assemblage and automobility at the 1939 New York World's Fair." Journal of the American Academy of Religion **83**: 722-749.

This article examines three exhibits at the 1939 New York World's Fair, where religion and religious subjectivity were automobilized and reassembled: the Temple of Religion, the General Motors' Futurama,

and the Ford Exposition. In each exhibit, interwar religious visions trafficked with secular futures, demonstrating both the inherent messiness of religion and the secular as analytic categories and the shared patterns and paths by which they have been historically produced, traversed, and transformed. As popular articulations of more deeply entrenched heuristics, each Fair locale reveals descriptive and diagnostic contours for what too often serve as obfuscating scholarly shorthand: religious liberalism, secularization, and industrial religion. This article interrogates these slogans of religious studies as historical and interpretive artifacts and argues that the 1939 Fair can help scholars trace futurist descriptions of religion in the twentieth century as well as shared forms of subjectivity and scholarship reproduced in relation to them. ABSTRACT FROM AUTHOR]; Copyright of Journal of the American Academy of Religion is the property of Oxford University Press / USA and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Dalakoglou, D. and P. Harvey (2012). "Roads and Anthropology: Ethnographic Perspectives on Space, Time and (Im)Mobility." *Mobilities* 7: 459-465.

The current text locates the anthropological study of roads within the wider context of studies on mobility and modernity. Besides introducing the articles of this special issue of *Mobilities* on roads and anthropology, this introduction also addresses some of the broader theoretical and epistemological implications of the anthropological perspective on roads, space, time and (im)mobility. ABSTRACT FROM PUBLISHER]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

D'Andrea, A., et al. (2011). "Methodological Challenges and Innovations in Mobilities Research." *Mobilities* 6: 149-160.

This article introduces a collection of methodological reflections on mobilities research, and additionally discusses the general status of methodology in the scholarship. Fast advancements on empirical and conceptual levels of mobilities studies have not been equivalently matched by efforts on the methodological front. While microsociological and phenomenological approaches are predominant in the scholarship, large-scale studies on mobility tend not to systematically analyse research frameworks used in the process of knowledge production. The articles featured in this special section examine some of the methodological challenges and innovations arising within several topical strains of mobilities studies. This introductory article argues that multi-scalar and critical methodologies are necessary for further expanding the analytical and interventional possibilities of a mobilities research agenda. ABSTRACT FROM AUTHOR]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Dant, T. (2004). "The Driver-car." *Theory, Culture and Society* 21: 61-79.

The car has become ubiquitous in late modern society and has become the leading object in the ordinary social relations of mobility. Despite its centrality to the culture and material form of modern societies, the relationship between the car and human beings has remained largely unexplored by sociology. This article argues that cars are combined with their drivers into an assemblage, the 'driver-car', which has become a form of social being that brings about distinctive social actions in modern society - driving, transporting, parking, consuming, polluting, killing, communicating and so on. To understand the nature of this assemblage a number of theoretical perspectives that describe the interaction and collaboration between human beings and complex objects are explored; the process of driving, 'affordance', actor-network theory, and the embodied relationship between driver and car. This theoretical account of the driver-car is intended as a preliminary to the empirical investigation of the place of the driver-car in modern societies. [ABSTRACT

FROM AUTHOR]; Copyright of Theory, Culture & Society is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Davenport, J. and J. L. Davenport (2006). The Ecology of Transportation: Managing Mobility for the Environment, Springer Netherlands.

DiClemente, J., et al. (2014). Autonomous Car Policy Report. Pittsburgh, PA, Carnegie Mellon University.

Driver, D. t. (2018). "Special Section on Degendering the Driver." Transfers Interdisciplinary Journal of Mobility Studies **8**: 15-112.

EC (2011). A Roadmap for moving to a competitive low carbon economy in 2050. Brussels, European Commission.

EC (2017). EU action to curb air pollution by cars: Questions and Answers. Brussels, European Commission.

Elliott, A. and J. Urry (2010). "Mobile lives."

Mobile lives : a step too far? -- New technologies, new mobilities -- Networks and inequalities -- The globals and their mobilities -- Mobile relationships : intimacy at-a-distance -- Consuming to excess -- Contested futures.

Elvebakk, B. (2007). "Vision Zero: Remaking Road Safety." Mobilities **2**: 425-441.

In Norway and Sweden, road safety work is now supposed to be based on Vision Zero - a long-term vision of a road system that does not lead to fatalities or permanent injury. In this article, this safety platform is examined in some detail, and I maintain that the vision involves a redefining of actors, as well as re-allocation of roles and responsibilities in the road system, and is based on a spatial redistribution of relationships. I also argue that the moral requirements implicit in the vision rely on the work of redefining relationships between spaces and actors in the road system, rather than the other way around. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Endres, M., et al. (2016). "The mobilities paradigm: discourses and ideologies."

"Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." "Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." --Back cover. From mobility to its ideology: when mobility becomes an imperative / Christophe Mincke -- Identity construction and mobility in pilgrims' and travelers' writings: contemporary reports about the Way of St. James and the Hippie Trail / Frank Neubert -- Instrumentalising the 'mobility argument': discursive patterns in the Romanian media / Camelia Beciu and Mirela Lazar -- The discursive accomplishment of rationalities in the automobility regime / Laura Bang Lindegaard -- Who does the move? affirmation or de-construction of the solitary mobile subject / Katharina Manderscheid -- Passengers without havens? discourses on the hypermobile subject and self-conceptions of frequent travellers / Marcel Endres -- 'Inappropriate' Europeans.

On fear, space, and Roma mobility / Birgitta Frello -- For the power, against the power: the political discourses of high-speed rail in Europe, the United States and China / Ander Audikana and Zenhua Chen -- Small technologies and big systems / Thomas Birtchnell and John Urry -- From the urban planning discourse to a circulation dispositif -- an epistemological approach to the mobility turn / Pauline Wolff.

Faulconbridge, J. and A. Hui (2016). "Traces of a Mobile Field: Ten Years of Mobilities Research." *Mobilities* **11**: 1-14. Since the launch of this journal 10 years ago, the field of mobilities research has developed at a rapid pace. In this editorial introduction, we explore how this development has been curated, how the field has evolved and what maturation might mean for mobilities research. After reviewing how early editorials encouraged particular trajectories of development within mobilities research, we introduce the papers in this special issue, which build upon and re-shape key discussions that have emerged in the last decade. Drawing out issues of power, interdisciplinarity, social processes and futures, the papers raise important questions about not only how understandings of mobilities are changing, but also how the field of mobilities research is itself on the move. Taking up these themes, we examine how understanding mobilities research as a field, contributes to considerations of the potential for future struggles, fragmentation and sub-disciplines. We argue that the open nature and strategic diversity of the mobilities field has fed the successes of the past decade, and therefore needs to remain a priority in the future – with a careful balance curated between convergence around key themes and the exploration of varied 'internal goods' which remain an important source of inspiration and creative potential within the field. [ABSTRACT FROM AUTHOR]

Featherstone, M. (2004). "Automobilities: An Introduction." *Theory, Culture & Society* **21**: 1-24. Presents an introduction to articles published in the August 2004 issue of the journal "Theory, Culture & Society."

Featherstone, M., et al. (2005). *Automobilities*. London, Sage.

Ferentzy, A. (2009). "Mobilities." *Canadian Journal of Sociology* **34**: 188-190. This article reviews the book "Mobilities," by John Urry.

Ferguson, H. (2009). "Driven to Care: The Car, Automobility and Social Work." *Mobilities* **4**: 275-293. Welfare practices are invariably represented in static and sedentary ways and their mobilities ignored. This paper corrects for this by examining the car and auto-mobility in social work. The car is not just a means to reaching vulnerable children and other service users quickly, and a mobile office, but a space where significant casework goes on and deeply meaningful 'therapeutic journeys' happen. The car carries similar emotional meanings and possibilities for workers as a space within which to contain the anxieties and emotions they routinely confront in their work. Drawing on mobile social science and psychoanalytic theory, the paper shows how the power and meanings of auto-mobility in 'car therapy' are products of the design of cars and the distinct rhythms and mobilities they produce in themselves. The car in social work is conceptualised as a 'fluid container' for the processing of personal troubles, emotion and key life changes. The theoretical implications of this argument for the social science of mobilities are drawn out. [ABSTRACT FROM AUTHOR]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Fincham, B. (2006). Bicycle messengers and the road to freedom. *Against automobility*. S. Böhm, C. Jones, C. Land and M. Paterson. Malden, MA, Blackwell: 208-222.

Forstorp, P.-A. (2006). Quantifying automobility: Speed, "Zero Tolerance" and democracy. *Against automobility*. S. Böhm, C. Jones, C. Land and M. Paterson. Malden, MA, Blackwell: 93-112.

Freudendal-Pedersen, M. and S. Kesselring (2016). "Mobilities, Futures & the City: repositioning discourses – changing perspectives – rethinking policies." *Mobilities*.

AbstractThe future of cities and regions will be strongly shaped by the mobilities of people, goods, modes of transport, waste and information. In many ways, the 'why and 'for what' often get lost in discourses on planning and designing mobilities. The predominant planning paradigm still conceptualizes the future of cities and mobilities as a matter of rather more efficient technologies than of social cohesion, integration and connectivity. Sustainable mobility needs the mobilities of ideas and concepts and the reflexivity of policies. Communicative planning theory and the 'argumentative turn' have given significant attention to these shifts in societies' discursive patterns and structures. For making up powerful and strong visions and policies for sustainable cities, 'collaborative storytelling' plays a key role. The theoretical outset for the research project 'Mobilities, Futures & the City', which grounds this article, was to explicitly provide an intersection for reflexivity, interdisciplinarity and e...

Furness, Z. (2007). "Critical Mass, Urban Space and Vélomobility." Mobilities **2**: 299-319.

Critical Mass is an international, monthly event where bicyclists briefly take over city streets to celebrate bicycling, demonstrate their collective strength and send a clear message to the public: 'We are not blocking traffic, we are traffic!' In this essay, I explore how Critical Mass functions as both a performative critique of motorized space and a critical response to automobility. Rather than offering an empirical account of Critical Mass, I discuss the politics of Critical Mass through the lens of the Situationist International, or situationists - a group of avant-garde artists and architects that developed a unique program of spatial politics in the 1950s. Using the situationists as a reference point, I also explain how Critical Mass impacts the progress of formal bicycle advocacy and I contextualize vélomobility within a paradigm of utopian urbanism. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Gartman, D. (2004). "Three Ages of the Automobile: The Cultural Logics of the Car." Theory, Culture & Society **21**: 169-195.

The automobile as an object of consumption, carrying meanings and identities, has evolved through three ages during the 20th century, each characterized by a peculiar cultural logic. In the age of class distinction, the car served as a status symbol of the sort theorized by Pierre Bourdieu. It marked out differences between classes, while simultaneously misrecognizing and legitimating their origins. In the age of mass individuality, the car was a reified consumer commodity, as postulated by the theory of the Frankfurt School. It served to obscure qualitative class differences underneath the illusion of mass individuality, in which consumers varied by the quantity of desired automotive traits they could afford. In the age of subcultural difference, the car expressed the different identities of lifestyle groups in a leveled and pluralized consumer culture, as theorized by postmodernism. The extension of the cultural logic of each of these automotive ages ultimately contradicted its configuration, and pushed the car forward to the next age. ABSTRACT FROM AUTHOR]; Copyright of Theory, Culture & Society is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Geels, F. W. (2012). "A socio-technical analysis of low-carbon transitions: introducing the multilevel perspective into transport studies." Journal of Transport Geography **24**: 471-482.

Geels, F. W., et al. (2017). "The Socio-Technical Dynamics of Low-Carbon Transitions." Joule **1**(3): 463-479.

Gibson, J. and L. Crooks (1938). "A theoretical field-analysis of automobile-driving." The American Journal of Psychology **51**: 453-471.

An attempt to describe automobile-driving in terms of habits, attitudes and response-sequences produced little useful theory, for the overt reactions are simple and easily learned; the complexity of the problem lies in the perceptual field. The procedures of driving were therefore analyzed in terms such as Lewin uses. A car is

thought of as a tool of locomotion; the problem of driving it is essentially learning to proceed to a destination without colliding with obstacles in the path. Facing the driver is a "field of safe travel"; his problem is to judge the size of this field and to progress down the middle of it. The objects in this field have valences, positive or negative, a green light being an example of the former, a red light of the latter. Deceleration or stopping is called for when there are obstacles which reduce the size of the field of safe travel. The factors which limit the size of this field are natural (ditches), inflexibility at high speeds, obstacles and their "clearance" lines, moving obstacles, potential obstacles (barriers to sight which may conceal obstacles), and legal taboos. Besides the field of driving, two other fields must be considered: the field of the other driver and the field of the car. The field of the car includes kinesthetic and tactual cues brought to the driver through the car itself, e.g., the "feeling" that the road is slippery. It is suggested that positive instruction in the principles that make certain driving practices dangerous for psychological reasons, instead of admonition or punishment, will lead to a reduction of accidents. (PsycINFO Database Record (c) 2012 APA, all rights reserved)

Goodall, N. J. (2014). Machine Ethics and Automated Vehicles. Road Vehicle Automation. G. Meyer and S. Beiker. London, Springer: 93-102.

Gorz, A. (1980). The Social Ideology of the Motorcar. Ecology as Politics. Montréal, Black Rose Books: 69-77.

Green, J., et al. (2012). "The travelling citizen: Emergent discourses of moral mobility in a study of cycling in London." Sociology **46**: 272-289.

Drawing on accounts of travelling within London, this article explores the ways in which mobility discourses are tied to the responsibilities of 'a good citizen' and suggests that car-dominated automobility has been significantly fractured, at least in one urban setting. A consensus hierarchy of transport modes now configures driving as immoral, as well as dysfunctional, and cycling, in contrast, as particularly laudable. Within this new moral economy of transport, cycling holds the promise of conscientious automobility, enabling a number of explicit and implied citizenship responsibilities to be met. These include ecological responsibilities to the city and global ecosystem, but also responsibilities to enact the 'new citizen': a knowledgeable and alert risk-assessor competent to travel in ways that maximize independence, efficiency and health. However, cycling has its own contradictions: whilst enabling some to enact a new 'moral' citizenship, it simultaneously underlines the marginal citizenship of less mobile Londoners.

Hall, T. and R. J. Smith (2013). "Stop and Go: A Field Study of Pedestrian Practice, Immobility and Urban Outreach Work." Mobilities **8**: 272-292.

Drawing on fieldwork observation of a team of street-level welfare bureaucrats, this article presents a pedestrian case-study of routine footwork and slow progress in the making and maintaining of contact between outreach workers and the urban homeless. This material is used to highlight two aspects of modern-day mobilities that are perhaps under-examined and certainly worthy of attention. The first is urban pedestrianism, described here not as a means of transport – walking as a way of getting somewhere (else) – but as a nonetheless necessary practice, a job of work, or chore. The article also examines immobility – stopping – as an active accomplishment, something other than the absence or tethering of movement, and reciprocally linked to the pedestrian activity described. The politics of urban public space provide background and context. ABSTRACT FROM PUBLISHER]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Halpern, C. (2014). "Urban Mobility: What Role for the European Union? Explaining Dynamics of European Union Policy Design Since 1995." European Planning Studies **22**(12): 2526-2541.

Hannam, K., et al. (2006). "Editorial: Mobilities, Immobilities and Moorings." Mobilities **1**: 1-22.

The article focuses study of the emerging empirical trends in diverse interacting systems of mobility and related governance and policy concerns. The study shows an emphasis on the relation between human

mobilities and immobilities along with the analysis of the relation between mobility systems and infrastructural moorings under regimes of economic regulations and state governance. An appreciation of the complexity of the mobility systems and the forms of mobilities such as transportation facilities like automobiles is established.

Hansson, N. (2015). "“Mobility-things” and consumption: conceptualizing differently mobile families on the move with recent purchases in urban space." *Consumption Markets & Culture* **18**(1): 72-91.

Hansson, N., et al. (2016). *Life Phases, Mobility and Consumption*. London, Routledge.

Harvey, P. and H. Knox (2012). "The Enchantments of Infrastructure." *Mobilities* **7**: 521-536.

This paper addresses the unstable material and social environments that large-scale road construction projects attempt to tame and fix in place as a way of exploring the affective force of roads as technologies for delivering progress and development. Drawing from our ethnography of the construction of two roads in Peru, we trace the disruptive and destabilising processes through which roads come to hold the promise of transformation. We approach roads with curiosity as to their capacity to enchant with respect to three specific promises: speed, political integration and economic connectivity. We suggest that whilst the abstractions of engineering and politics are provisional attempts to demarcate the capacity of roads to bring about the enhancement of international trade, promote the growth of national economies and provide economic opportunity for those prepared to engage with the road's potential, that these practices alone are not sufficient to explain the passionate promise that roads hold in Peruvian society. We suggest, rather, that the promise of stability is invigorated by mundane engagements with unruly forces that threaten to subvert the best laid plans of politicians and engineers. We argue that such forces are integral to the ways in which roads come to endure as enchanted sites of contemporary state-craft despite their capacity to disappoint and/or the likelihood of generating negative consequences. The political and material process of creating roads, calls forth competing, unauthorised and openly unstable dimensions of being – shifting soils and water courses, side-roads and short-cuts which both challenge and reinvigorate the promises of speed, integration and connectivity. ABSTRACT FROM PUBLISHER]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Hodgetts, T. and J. Lorimer (2020). "Animals' mobilities." *Progress in Human Geography* **44**(1): 4-26.

This paper draws together animal and mobility studies to develop the concept of animals' mobilities. It identifies the parallel intellectual interests in these fields that provide the intellectual foundations for this synthesis, in mobility (over movement), affect, relational space, and ordering practices. It explores what configures an animal's mobility, knowledge practices for researching and evoking animals' mobilities, and how animals' mobilities are governed. The conclusion highlights what these fields gain from this synthesis, and identifies the empirical, political and conceptual contributions that this concept makes to geographical research. The argument is illustrated with examples of large, terrestrial mammals, especially bears.

[ABSTRACT FROM AUTHOR]

Copyright of *Progress in Human Geography* is the property of Sage Publications Inc. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Hoffmann, S., et al. (2017). "Discontinuation of the automobility regime? An integrated approach to multi-level governance." *Transportation Research Part A: Policy and Practice* **103**: 391-408.

Howe, J. (2002). "Vehicle of Desire." *New Left Review* **15**: 105-117.

Jain, S. (2005). "Violent Submission: Gendered Automobility." Cultural Critique **61**: 186-214.

Jensen, A. (2011). "Mobility, Space and Power: On the Multiplicities of Seeing Mobility." Mobilities **6**: 255-271.

Mobility as a key modern phenomenon can be seen in multiple ways and this article raises the question of how mobility becomes visible and real through diverse ways of seeing mobility. Mobility's different aspects appear and take place in particular spatial settings under the workings of diverse forms of power, and recognizing this informs us about the making of spatialised mobility. It is shown how mobility intermingles with perceptions, experiences and desires of the modern self. Such workings of power relate, among other things, to framing and imagining, practising and experiencing mobility. Capturing ways of seeing mobility thus widens our language for engaging with questions of mobility and its political and social reality and possible futures. [ABSTRACT FROM AUTHOR]

Jensen, O. B. (2006). "'Facework', Flow and the City: Simmel, Goffman, and Mobility in the Contemporary City." Mobilities **1**: 143-165.

This paper contains a re-reading of Simmel and Goffman with an eye to the mobility practices of the contemporary city. The paper offers a 'new' perspective on mobility in the contemporary city by re-reading two sociological 'classics' as there is a need to conceptualise the everyday level of flow and mobility in the midst of an intellectual climate dominated by grand theories of networks and globalisation. In the re-reading of Simmel and Goffman, the aim is to reach an understanding of how contemporary material mobility flows and symbolic orders and meanings are produced and re-produced. You may argue that other academic disciplines such as anthropology and human geography have made important contributions to this understanding. What has not been done, however, is to show how these two sociological thinkers can move beyond mere application to this field of study. With their sociological sensitivity, they rather carry important insights that will benefit the sociology of mobility. Arguably Simmel and Goffman offer the opportunity to connect the global flows to the everyday level of social practice, as well as linking more basic/classic sociological theory to contemporary issues of mobility. The reason to 'look back' is therefore to capture some of the past's 'sociological imagination' and relate it to an important social phenomenon of the present. [ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Jensen, O. B. (2010). Erving Goffman and Everyday Life Mobility. The contemporary Goffman. M. H. Jacobsen. New York, Routledge: 333-351.

Jensen, O. B. (2013). "Staging mobilities." International library of sociology.

Staging mobilities : review and positioning -- Staging mobilities : introduction -- The mobile city : reviewing and positioning -- Framing mobilities -- Physical settings, material spaces and design -- Facework, flow and the city -- Mobile embodied performances -- Practices of mobilities -- Networked technologies and the will to connection -- Negotiation in motion : unpacking a geography of mobility -- Metro mobilities : the production of lived mobility in urban metro systems -- Towards a sociology of staging mobilities -- Materialities of mobilities : learning from the design fields -- Staging mobilities : conclusion.

Kaufmann, V. (2002). "Re-thinking mobility: contemporary sociology." Transport and society **6**(4): 8-17.

Kellerman, A. (2012). "Potential Mobilities." Mobilities **7**: 171-183.

The objective of this article is to highlight the issue of potential mobilities, by first presenting some possible basic terminology, followed by a critical review of motility as potential mobility, and continuing with an attempt to put forward elements for potential mobilities at times of wide availabilities of mobility technologies. These elements include definitions and meanings for potential mobilities, a discussion of active and passive potential mobilities, and an examination of potential mobilities in light of practiced ones. These discussions permit to suggest a simple model for potential mobilities focusing on the accumulation of mobility needs, access and competences, all of which lead to an appropriation process. This process may

bring about various modes of practiced mobilities which on their part may reshape future potential mobilities. ABSTRACT FROM PUBLISHER]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Knight, W. (2013). Driverless Cars Are Further Away Than You Think. MIT Technology Review, MIT.

KPMG (2012). Self-driving Cars: The Next revolution, KPMG.

Kröger, F. (2016). Automated Driving in Its Social, Historical and Cultural Contexts. Autonomous Driving. M. Maurer, J. C. Gerdes, B. Lenz and H. Winner. Berlin, Springer: 41-67.

Kumar and Makarova (2008). "The Portable Home: The Domestication of Public Space." Sociological Theory **26**: 324-343.

Much commentary indicates that, starting from the 19th century, the home has become the privileged site of private life. In doing so it has established an increasingly rigid separation between the private and public spheres. This article does not disagree with this basic conviction. But we argue that, in more recent times, there has been a further development, in that the private life of the home has been carried into the public sphere—what we call "the domestication of public space." This has led to a further attenuation of public life, especially as regards sociability. It has also increased the perception that what is required is a better "balance" between public and private. We argue that this misconstrues the nature of the relation of public to private in those periods that attained the greatest degree of sociability, and that not "balance" but "reciprocity" is the desired condition. [ABSTRACT FROM AUTHOR]; Copyright of Sociological Theory is the property of Blackwell Publishing Limited and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Lamont, M. (2012). "Accidents have no cure! Road death as industrial catastrophe in eastern Africa." African Studies **71**: 174-194.

This article offers an anthropological critique of the recent epidemiological turn in global road safety through ethnographic attention to the ways in which people in East Africa actually discuss fatal road traffic accidents. Through limiting case studies of professional drivers in Kenya and Tanzania, this article examines the conceptual ethics of continuing to draw upon the 'accidental' in explanations of road death and injury. Might the epidemiological turn eventually encourage new forms of tolerance to road deaths and injuries? In focusing on this question, it is argued that an approach more attentive to road fatalities as a diffuse, but routine industrial catastrophe more acutely exposes the politics of automobility and its uncertainties. ABSTRACT FROM PUBLISHER]; Copyright of African Studies is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Laurier, E. and T. Dant (2011). What else we do while driving: towards the driverless car. Mobilities: new perspectives on transport and society. M. Grieco and J. Urry. Farnham, Surrey, Ashgate: 223-244.

Laurier, E., et al. (2008). "Driving and 'Passenger': Notes on the Ordinary Organization of Car Travel." Mobilities **3**(1): 1-23.

Lezotte, C. (2012). "The Evolution of the 'Chick Car' Or: What Came First, the Chick or the Car?" Journal of Popular Culture **45**: 516-531.

The article presents a cultural exploration of trends in the American woman's car ownership and consumerism throughout the 20th and early 21st centuries. The author notes that when women first began to drive on a regular basis in the mid-20th century, the automobile industry marketed cars to them based on storage capacity, ability to carry a full family and shopping bags, and practicality. However, a shift toward the desire for a more feminine, stylish or flirtatious vehicle, rather than a utilitarian one, has been documented starting at the beginning of the 21st century. Various print advertisements from the time period discussed are provided and analyzed.

Lindegaard, L. B. (2016). The discursive accomplishment of rationalities in the automobility regime. The mobilities paradigm: discourses and ideologies. M. Endres, K. Manderscheid and C. Mincke. London, Routledge: 68-88.

"Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." "Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." --Back cover. From mobility to its ideology: when mobility becomes an imperative / Christophe Mincke -- Identity construction and mobility in pilgrims' and travelers' writings: contemporary reports about the Way of St. James and the Hippie Trail / Frank Neubert -- Instrumentalising the 'mobility argument': discursive patterns in the Romanian media / Camelia Beciu and Mirela Lazar -- The discursive accomplishment of rationalities in the automobility regime / Laura Bang Lindegaard -- Who does the move? affirmation or de-construction of the solitary mobile subject / Katharina Manderscheid -- Passengers without havens? discourses on the hypermobile subject and self-conceptions of frequent travellers / Marcel Endres -- 'Inappropriate' Europeans. On fear, space, and Roma mobility / Birgitta Frello -- For the power, against the power: the political discourses of high-speed rail in Europe, the United States and China / Ander Audikana and Zenhua Chen -- Small technologies and big systems / Thomas Birtchnell and John Urry -- From the urban planning discourse to a circulation dispositif -- an epistemological approach to the mobility turn / Pauline Wolff.

Lipson, H. and M. Kurman (2016). Driverless: Intelligent Cars and the Road Ahead. Cambridge, MA, MIT Press.

Löfgren, O. (2008). "Motion and Emotion: Learning to be a Railway Traveller." Mobilities 3: 331-351.

The daily commute is often routinized into mindless transportation, which makes it hard to study. But how have commuters acquired the skills of rail travel? This paper looks at the materialities of motion and emotion, drawing on railway travel experiences of the nineteenth and twentieth centuries. Using a historical perspective to develop an ethnography of the mundane and seemingly eventless, the focus is on the interplay between material infrastructures of travel and emotional mindscapes. How did feelings of anxiety and security, boredom and euphoria surface in arrivals and departures, in situations of waiting or daydreaming? New social skills in handling crowds and strangers were developed, and ideas of class materialized in everything from the choice of decoration in train compartments to patterns of segregation in the new main stations. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Lomasky, L. E. (1997). "Autonomy and automobility." Independent Review 2: 5-28.

Discusses the intrinsic capacity of automobile driving to move from place to place and complement human autonomy or self-direction. Movement, choice and human potential; Philosophical debate over automobility; Commuting and community; Mobility and knowledge.

Lumsden, K. (2015). "(Re)civilizing the Young Driver: Technization and Emotive Automobility." *Mobilities* **10**: 36-54. Historically, youths have presented challenges to the authorities via their appropriation of the automobile and related inversion of mainstream motoring values. Recently, this has been demonstrated in the contestation concerning boy racers in the UK and their engagement in deviant driving and car modification. Drawing on Elias' civilizing process and work on technization, this paper demonstrates how various measures targeted the emotive heart of this car-based community, thus attempting to (re)civilize young drivers. Data is presented from ethnographic research with boy racers and societal groups in the city of Aberdeen, Scotland. ABSTRACT FROM PUBLISHER]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Lupton, D. (1999). "Monsters in Metal Cocoons: "Road Rage" and Cyborg Bodies." *Body & Society* **5**: 57-72. In this article, the sociocultural meanings and social relations and expectations that cohere around 'road rage' and serve to invest it with its particular resonance in contemporary Western societies are examined. It is argued that the combination of car and driver in the driving experience produces a cyborg body, which influences the ways in which people experience, perceive and respond to driving and other cars/drivers. But in contemporary societies the expression of such 'negative' emotions is problematic and complex. In this context, 'road rage' is deemed to evidence loss of appropriate self-control and as 'uncivilized'.

Manderscheid, K. (2012). Automobilität als raumkonstituierendes Dispositiv der Moderne.

Manderscheid, K. (2014). "Criticising the Solitary Mobile Subject: Researching Relational Mobilities and Reflecting on Mobile Methods." *Mobilities* **9**: 188-219.

One of the key arguments of the mobilities paradigm is that people's mobility practices are embedded in their spatial, cultural, political, economical, social and personal context. Yet, empirical mobility research tends to research these two sides of the social separately – either mobility practices and their subjective sense and experience or their discursive, spatial or structural foundation. Taking this desideratum as point of departure, I will make a proposal for researching the links between structures and practices of mobilities consisting of the application of multiple correspondence analysis. This proposal attempts, furthermore, to operationalise mobilities as relational practices, which reinforces that social networks rather than solitary subjects are the origin of mobility decisions. This methodological approach is demonstrated by a comparative data analysis of movement patterns in England and Switzerland. In the final part of the paper, I will reflect upon methods and quantification more generally – against the background of an understanding of mobilities research as being also critical and political. ABSTRACT FROM PUBLISHER]; Copyright of *Mobilities* is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Manderscheid, K. (2014). "The Movement Problem, the Car and Future Mobility Regimes: Automobility as Dispositif and Mode of Regulation." *Mobilities* **9**: 604-626.

Within the mobilities literature, there is a growing body of research on the decline of automobility and the emergence of new mobility regimes. In this context, I will outline an understanding of 'mobility as dispositif' which facilitates tracing interweavings of discursive knowledge, material structures, social practices and subjectifications around mobilities. Specific value of the dispositif concept consists in analysing multifaceted, but decentral power relations effecting inequalities in relation to mobilities at different scales, shown by way of existing studies of automobility. Thereby, the co-constitution of social order, space and hegemonic mobilities regimes moves to the fore. Yet, what is missing in this Foucauldian genealogy of mobility dispositifs is a broader conceptualisation of stabilising material conditions. Accordingly, I use elements of regulation theory as a complementary and framing social theory to understand the dispositifs of mobility as embedded in and stabilised through (but not as a simple function of) specific modes of regulation and

regimes of accumulation. Finally, I consider the current automobility dispositif and conclude by sketching some signs of its decline. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Manderscheid, K. (2016). Who Does the Move? The mobilities paradigm: discourses and ideologies. M. Endres, K. Manderscheid and C. Mincke. London, Routledge.

"Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." "Over the last two decades, the conceptualisation and empirical analysis of mobilities of people, objects and symbols has become an important strand of social science. Yet, the increasing importance of mobilities in all parts of the social does not only happen as observable practices in the material world but also takes place against the background of changing discourses, scientific theories and conceptualisations and knowledge. Within the formation of these mobilities discourses, the social sciences constitute a relevant actor." --Back cover. From mobility to its ideology: when mobility becomes an imperative / Christophe Mincke -- Identity construction and mobility in pilgrims' and travelers' writings: contemporary reports about the Way of St. James and the Hippie Trail / Frank Neubert -- Instrumentalising the 'mobility argument': discursive patterns in the Romanian media / Camelia Beciu and Mirela Lazar -- The discursive accomplishment of rationalities in the automobility regime / Laura Bang Lindegaard -- Who does the move? affirmation or de-construction of the solitary mobile subject / Katharina Manderscheid -- Passengers without havens? discourses on the hypermobile subject and self-conceptions of frequent travellers / Marcel Endres -- 'Inappropriate' Europeans. On fear, space, and Roma mobility / Birgitta Frello -- For the power, against the power: the political discourses of high-speed rail in Europe, the United States and China / Ander Audikana and Zenhua Chen -- Small technologies and big systems / Thomas Birtchnell and John Urry -- From the urban planning discourse to a circulation dispositif -- an epistemological approach to the mobility turn / Pauline Wolff.

Manderscheid, K., et al. (2014). "Introduction to Special Issue on "Mobilities and Foucault"." Mobilities 9: 479-492.

McAllister, J. (2011). Stuck Fast: A Critical Analysis of the 'New Mobilities Paradigm', Master's Thesis, The University of Auckland. **Master's T**.

McCarthy, T. (2007). "Auto mania : cars, consumers, and the environment." 347.

McIlvenny, P. (2019). "How did the mobility scooter cross the road? Coordinating with co-movers and other movers in traffic." Language & Communication 65: 105-130.

McLaren, A. T. and S. Parusel (2011). "Parental Traffic Safeguarding at School Sites: Unequal Risks and Responsibilities." Canadian Journal of Sociology 36: 161-184.

Scholars recognize the importance of parental chauffeuring in urban environments, but pay remarkably little attention to how parents, as part of everyday, domestic practices, safeguard their children in auto-dominated streets. Based on in-depth, qualitative interviews with parents whose children attend public elementary schools, this exploratory study compares traffic safeguarding experiences on the east and west sides of Vancouver, British Columbia. The analysis shows how social class and gender intersect in three traffic sites: school streetscapes, school entrances, and school traffic safety volunteerism. Utilizing automobility and feminist theories, we argue that urban parental traffic safeguarding is a complex and variegated phenomenon involving unequal risks and responsibilities. Our analysis illustrates the ways in which parental traffic safeguarding is a lynchpin to the automobility system, particularly with respect to its illusion of safety, and how, conversely, this system shapes parenting by constituting traffic safeguarding as part of domestic responsibilities. (English) ABSTRACT FROM AUTHOR]; Les érudits reconnaissent l'importance de conduire ses

enfants dans les milieux urbains, mais accordent probablement très peu d'attention à la manière dont les parents, dans le cadre de leurs pratiques domestiques quotidiennes, protègent leurs enfants dans les rues bondées de voitures. Basée sur des entrevues qualitatives en profondeur de parents dont les enfants fréquentent l'école élémentaire publique, cette étude préliminaire compare les expériences relatives à la protection routière des enfants des côtés est et ouest de Vancouver, en Colombie-Britannique. L'analyse démontre de quelle manière les classes sociales et les sexes se recoupent dans trois zones de circulation : les paysages de rue d'école, les entrées d'école et le bénévolat en matière de sécurité routière. Au moyen des théories féministes et d'automobilité, nous faisons valoir que la protection parentale dans la circulation urbaine est un phénomène complexe et panaché qui comporte des responsabilités et des risques inégaux. Notre analyse illustre comment la protection routière des parents constitue un élément central du système de l'automobilité, tout particulièrement en ce qui concerne son illusion de sécurité, et comment, réciproquement, ce système façonne le comportement des parents en constituant une protection routière dans le cadre des responsabilités domestiques. (French) ABSTRACT FROM AUTHOR]; Copyright of Canadian Journal of Sociology is the property of Canadian Journal of Sociology and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

McLaren, A. T. and S. Parusel (2012). "Under the Radar: Parental Traffic Safeguarding and Automobility." *Mobilities* **7**: 211-232.

Research shows that parental mobility care of children has become a growing feature in many western cities, but parental traffic safeguarding has rarely been examined. Based on an ethnographic, comparative case study of two elementary (primary) schools located in Vancouver, Canada, this paper explores how auto-dominated urban environments intertwine with gender and other social inequalities to produce highly charged, variegated and contested parental safeguarding practices in the school journey. The paper also examines how parental traffic safeguarding is discursively and materially organized in relation to automobility and the social denial of its inherent dangers. Two themes (risky traffic spaces and parental traffic safeguarding strategies) illustrate the ways in which parents practice traffic safeguarding in specific contexts and how as part of domestic labour, their practices contribute to automobility and its illusion of safety. [ABSTRACT FROM AUTHOR]

Merriman, P. (2005). "Materiality, subjectification, and government: the geographies of Britain's Motorway Code." *Environment & Planning D: Society & Space* **23**: 235-250.

In this paper I provide a critical discussion of Foucault's work on government and governmentality. I argue that geographers have tended to overlook the ways in which practices of self-government and subjectification are performed in relation to programmes of government, and suggest that they should examine the technical devices which are embedded in networks of government. Drawing upon these observations I suggest how geographers might proceed, tracing the geographies of a specific artefact: the British government's 1958 Motorway Code. I examine how the code was designed to serve as a technology of government that could shape the conduct of fairly mobile and distant subjects, enabling them to govern their conduct and the movements of their vehicles. [ABSTRACT FROM AUTHOR]

Merriman, P. (2006). "Mirror, Signal, Manoeuvre": Assembling and governing the motorway driver in the late 1950s Britain. *Against automobility*. S. Böhm, C. Jones, C. Land and M. Paterson. Malden, MA, Blackwell: 75-92.

Merriman, P. (2009). "Automobility and the Geographies of the Car." *Geography Compass* **3**(2): 586-599.

Abstract The motor car or automobile has had a profound impact on global mobility, settlement patterns, the global economy, and the environment. Transport policy-makers and environmentalists highlight the unsustainable nature of contemporary petrol-car usage, yet despite widespread calls to rethink contemporary automobility and move towards more sustainable forms of public and private travel, it is only in recent years that social scientists have started to examine the social and cultural geography of the motor car, driving and the spaces of the street, road and motorway in any depth. In this article, I outline some of the research which has been undertaken on the geographies and sociologies of the spaces and practices of

driving, focusing in particular on the UK. First, the article outlines the major impact the motor car has had on the geographies of road space. It examines how motor roads have shaped our experience of space and place, and outlines studies of their design, inhabitation, and regulation. Second, this article discusses embodied inhabitations of the spaces of the car: how motor cars have been consumed; how they have shaped our embodied apprehensions of our surroundings; and how they facilitate social and cultural relations. Finally, this article concludes by examining the innovative methods which are increasingly being utilised and developed by social scientists to explore the socialities of automotive spaces.

Merriman, P. (2014). "Rethinking Mobile Methods." Mobilities **9**: 167-187.

Over the past, few years a broad range of scholars have been emphasising the vital importance of methodological innovation and diversification to mobilities research. Whilst welcoming this pluralisation of research methods, this paper encourages a note of caution amongst researchers who wholly embrace the call for mobile methods, which are frequently justified by an assumption that 'conventional' or 'traditional' methods have failed. I outline some of the explanations that are given for the development of 'mobile methods' – including their inevitable emergence from a 'new mobilities paradigm', the importance of innovation and political relevance for social science methods, and their importance for apprehending elusive practices – before identifying a number of problems with this work: namely the assumption that mobilities research is necessarily a branch of social science research, the production of over-animated mobile subjects and objects, the prioritising of certain kinds of research methods and practices, and the overreliance on certain kinds of technology. Particular attention is paid to the use of 'non-representational theories' and theories of practice in mobilities research, wherein academics frequently suggest that we must adopt certain performative, participative, or ethnographic techniques to enable researchers to be, see or move with research subjects, and to more effectively or accurately understand those practices and subjects. In the final section, I draw upon historical research on early driving practices to highlight the diverse methods and sources that can be useful for mobilities scholars seeking to apprehend particular practices, events, subjects and spaces. ABSTRACT FROM PUBLISHER]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Merriman, P. and L. Pearce (2017). "Mobility and the humanities." Mobilities **12**(4): 493-508.

Milakis, D. (2019). "Long-term implications of automated vehicles: an introduction." Transport Reviews **39**: 1-8.

Miller, W. G. (2015). Car Crazy: The battle for supremacy between Ford and Old and the dawn of the automobile age. Philadelphia, Perseus Books.

Möser, K. (2003). "The dark side of 'automobilism', 1900-30." Journal of Transport History **24**: 238-258.

Argues that in the formative decades of automobilism, the use of automobiles and airplanes in the context of races and other technologically oriented mass spectator sports played a significant role in generating a collective mood that anticipated and prepared individuals and societies for a European war. Patterns of metaphors for driving-related aggression; Driving behavior; Favorite artifacts of violent societies; Class struggles on the road; Road conflicts.

Newman, D. (2013). "Cars and consumption." Capital & Class **37**(3): 457-476.

Newman, D. (2016). "The Car and the Commons." Review of Radical Political Economics **48**(1): 53-65.

Newman, D., et al. (2014). "Urban, sub-urban, or rural: where is the best place for electric vehicles?" International Journal of Automotive Technology and Management **14**(3/4): 306-323.

Nieuwenhuijsen, M. J. and H. Khreis (2016). "Car free cities: Pathway to healthy urban living." Environment International(94): 251-262.

Norton, P. D. (2007). "Street Rivals: Jaywalking and the Invention of the Motor Age Street." Technology and Culture **48**(2): 331-359.

O'Toole, R. (2014). Policy Implications of Autonomous Vehicles. Policy. Washington, DC., Cato Institute. **No. 758**: 1-14.

Packer, J. (2008). "Mobility without mayhem : safety, cars, and citizenship."

Pearce, L. (2012). "Automobility in Manchester Fiction." Mobilities **7**: 93-113.

This article contributes to recent debates concerning automobility and 'mobile, embodied practices' (Cresswell & Merriman, 2011) by considering how various 'driving events' entail modes of perception that are of interest from an ontological perspective; that is, how drivers and passengers see the world through the windows of a moving car and how the driving 'sensorium' (Gilroy, 2001; Sheller, 2004) may be associated with emotional states (such as 'escape', 'frustration', 'nostalgia') that arguably characterize the everyday life of late modernity. In addition, the discussion speculates on what this altered perception means for how we see and conceptualize the contemporary urban landscape, concurring with Doel (1996) that such space has effectively become a 'scrumbled geography' that can no longer be accounted for in traditional cartographical terms. These reflections are explored through close readings of a selection of literary texts (principally, crime fiction novels) emanating from Greater Manchester (England) and thus the article also contributes to recent work (both cultural and sociological) on the re-imagining of this particular urban landscape in recent times (Haslam, 2000; Pearce et al., forthcoming). ABSTRACT FROM PUBLISHER]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Pesses, M. W. (2010). "Automobility, Velomobility, American Mobility: An Exploration of the Bicycle Tour." Mobilities **5**: 1-24.

Using the framework of 'automobility' as outlined by Sheller and Urry, this article uses the bicycle tour to explore one way the middle class mediates the automobile's dominance of the American landscape. The material history of the American road is first placed into the current automobilities discourse and then used to situate the bicycle tour. The romantic notion of lost public place in the city is seen as a driving force for escaping on two wheels into the 'authentic' American landscape. As the long distance bicycle tourist experiences the material landscape in a new way, the idea of a lost public landscape is challenged and the tourist is able to come to terms with his or her place in the dominant mobility assemblage of human and machine. The result is not a full resistance of the automobile, but a new conception of place and mobility. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Pesses, M. W. (2017). "Road less traveled: race and American automobility." Mobilities **12**: 677-691.

The Negro Motorist Green Bookswere published by Victor H. Green & Company between 1936 and 1967. The books were references for black motorists on road trips to help them avoid dangerous towns, racist establishments, and the effects of a segregated America. This paper explores these books and situates them within the greater context of the American road. My argument is that they represent an entry for black motorists into the modern American automobility discourse. I also suggest that the ambivalent and even humorous tone used by these Green Books represents an attempt at coping with modernity while still living under backwards conditions. Finally, I briefly introduce a challenge to the claim that the Civil Rights Movement was the sole impetus for the end of needing such books. To accomplish this, I frame this automobility using a Foucauldian approach of genealogy and power/knowledge relationships. [ABSTRACT FROM AUTHOR]

Rajan, S. C. (2006). Automobility and the liberal disposition. Against Automobility. S. Böhm, C. Jones, C. Land and M. Paterson. Malden, MA, Blackwell. **54**: 113-129.

Randell, R. (2017). "The microsociology of automobility: the production of the automobile self." Mobilities **12**: 663-676.

Abstract Drivers and automobiles are frequently represented in the automobility studies literature as hybrid human-machine cyborg assemblages. A concurrent theme within the automobility literature has been the disciplinary processes by which the automobile self is constructed; here, however, it is assumed that the self to be investigated is the self of the driver, not the self of the car-driver entity. In this paper, a neo-Goffmanian account of the construction of this cyborg self is developed. This provides a complementary theoretical framework to those based on the work of Michel Foucault to account for the production of the automobile self.

Randell, R. (2018). "No paradigm to mobilize: the new mobilities paradigm is not a paradigm." Applied Mobilities: 1-18.

Randell, R. (2020). The Cathedrals of Automobility: How To Read a Motor Show. Material Mobilities. O. B. Jensen and I. Lange, Routledge.

Randell, R. (2020). Material mobilities. Material Mobilities. O. B. e. Jensen, C. e. Lassen and I. S. G. e. Lange, Routledge.

Ravazzoli, E. and G. P. Torricelli (2017). "Urban mobility and public space. A challenge for the sustainable liveable city of the future." The Journal of Public Space **2**(2): 37-50.

Redshaw, S. (2007). "Articulations of the Car: The Dominant Articulations of Racing and Rally Driving." Mobilities **2**: 121-141.

Drawing on a number of sources, including social and cultural accounts of mobility, such as those of Sheller and Urry and by Zygmunt Bauman, car advertising, and focus group discussions with young drivers, the violence of the car and its shaping influence in contemporary life are considered through an application of the idea of articulation from Grossberg. Highlighting articulations of the car, particularly the dominant articulations of racing and rally driving evident in particular types of advertising, allows an examination of the destructive potential of particular driving cultures and also illustrates the meanings inscribed into the car, thus challenging its apparent neutrality. The racing articulations are connected to aggressive, competitive styles of driving, extending into competitive social relations and implicating an emphasis on aggressive individualism. There has been some dialogue in the road safety community about what counts as aggressive behaviour but these discussions often do not take into account the innate violence of the car itself and tend to consider only extreme behaviours as aggressive. The forms of self-control that arise in relation to the dominant articulations and the desires appealed to in advertising are sketched. Focus group responses to two car advertisements emphasising social competition and extreme thrill-seeking are discussed. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Rérat, P. (2018). "A decline in youth licensing: a simple delay or the decreasing popularity of automobility?" Applied Mobilities: 1-21.

Richardson, T. and O. B. Jensen (2008). "How Mobility Systems Produce Inequality: Making Mobile Subject Types on the Bangkok Sky Train." Built Environment **34**: 218-231.

Schäfer, D. (2018). "Editorial: Mobilities Studies, a Transdisciplinary Field." Transfers **8**: vii-x.

Seiler, C. (2008). "Republic of drivers: a cultural history of automobility in America." 230.

Sheller, M. (2004). "Automotive Emotions: Feeling the Car." Theory, Culture and Society **21**: 221-242.

Car cultures have social, material and, above all, affective dimensions that are overlooked in current strategies to influence car-driving decisions. Car consumption is never simply about rational economic choices, but is as much about aesthetic, emotional and sensory responses to driving, as well as patterns of kinship, sociability, habitation and work. Through a close examination of the aesthetic and especially kinaesthetic dimensions of automobility, this article locates car cultures (and their associated feelings) within a broader physical/material relational setting that includes both human bodies and car bodies, and the relations between them and the spaces through which they move (or fail to move). Drawing on both the phenomenology of car use and new approaches in the sociology of emotions, it is argued that everyday car cultures are implicated in a deep context of affective and embodied relations between people, machines and spaces of mobility and dwelling in which emotions and the senses play a key part - the emotional geographies of car use. Feelings for, of and within cars ('automotive emotions') come to be socially and culturally generated across three scales involved in the circulations and displacements performed by cars, roads and drivers: embodied sensibilities and kinaesthetic performances; familial and sociable practices of 'caring' through car use; and regional and national car cultures that form around particular systems of automobility. By showing how people feel about and in cars, and how the feel of different car cultures generates habitual forms of automobilized life and different dispositions towards driving, it is argued that we will be in a better position to re-evaluate the ethical dimensions of car consumption and the moral economies of car use. [ABSTRACT FROM AUTHOR]; Copyright of Theory, Culture & Society is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Sheller, M. (2007). "Bodies, cybercars and the mundane incorporation of automated mobilities." Social & Cultural Geography **8**: 175-197.

Cars are technologies that re-shape corporeal existence, material environments and social temporalities in diverse and complex ways, with impacts on all people, spaces and times, not only those that are explicitly 'automobilized'. This article aims to interrogate claims that the new technologies of mobile data processing, information transmission and wireless communication that have been brought into the 'banal' performance of car driving are affecting not only the driving experience but the entire body-person. The first part reviews recent phenomenological approaches to the embodied car driver-road assemblage, including claims that kinaesthetics and haptics are significantly transforming 'movement-space'. The second part presents a content analysis of US corporate advertising, car industry websites, sales brochures and media reports on new technologies to consider whether and how reconfigurations of mundane mobility systems might be impinging upon the performances, practices and materialities of the human and the car, in particular the habituation of the luxury car driver to new technologies. In contrast, participant observation in the Philadelphia International Auto Show (5-13 February 2005) and analysis of local advertising markets suggests that changes in the embodied experience of driving have been minimal. The third part draws on internal industry reports and publications by road safety and oversight agencies in the USA (with some attention to Europe) to show that the most significant changes are actually taking place in less visible software-driven systems, automated communication, surveillance and 'intelligent transport systems', which are transforming the quotidian infrastructures and 'infostructures' of cars, streets, highways and cities in ways that are more mundane yet more far-reaching than the individualistic and personalized rhetoric of commodity marketing would suggest. [ABSTRACT FROM AUTHOR]; Copyright of Social & Cultural Geography is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Sheller, M. (2014). "The new mobilities paradigm for a live sociology." *Current Sociology* **62**: 789-811.

This article offers an overview of the field of mobilities research, tracing the theoretical antecedents to the study of mobilities both within the classical sociological tradition and at its borders with other disciplines or theoretical schools. It examines how 'the new mobilities paradigm' differs from earlier approaches to globalization, nomadism, and flow, and outlines some of the key themes and research areas within the field, in particular the concepts of mobility systems, mobility capital, mobility justice, and movement-space. In addressing new developments in mobile methodologies and realist ontologies, this review of the field concludes with a call for an emergent vital sociology that is attentive to its own autopoiesis. ABSTRACT FROM AUTHOR]; Copyright of Current Sociology is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Sheller, M. (2016). "Uneven Mobility Futures: A Foucauldian Approach." *Mobilities* **11**: 15-31.

This assessment of past and future directions in mobility research calls for a Foucauldian approach to better understand the apparatus of uneven mobility illustrated via three examples: tourism mobilities and racialized space, geo-ecologies of elite secession, and disease mobilities and quarantine. Building upon an 'archaeological' and 'genealogical' study of territory, communication, and speed, this essay argues for both a deeper historicizing of mobility research in terms of colonial histories, political ecologies, and biopolitics, as well as a deeper excavation of the material resource bases of mobility in extractive industries, military power, and biomobilities of racial formation. Sovereign control over mobility, individual 'disciplined mobility' and counter-mobilities, and the surveillance, securitization, and production of knowledge about mobilities each emerge as fundamental elements for the future history of uneven mobilities. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Sheller, M. and J. Urry (2000). "The City and the Car." *International Journal of Urban & Regional Research* **24**: 737-757.

The car is a particularly good illustration of a putative globalization. One billion cars have been manufactured in the twentieth century. There are currently over 500 million cars roaming the world, a figure that is expected to double by 2015. Contemporary global cities and cities in general, remain primarily rooted in and defined by automobility as much as by newer technologies. The main question for consumption analyses has concerned sign-values, with the ways that car ownership in general or the ownership of particular models does or does not enhance people's status position. The car as the locus of consumption normally remains on the drive of the house. Cars have been conceived of either as a neutral technology, permitting social patterns of life that would happen anyway, or as a fiendish interloper that destroyed earlier patterns of urban life. Automobility is a complex amalgam of interlocking machines, social practices and ways of dwelling, not in a stationary home, but in a mobile, semi-privatized and hugely dangerous capsule. Automobility has reshaped citizenship and the public sphere through the mobilization of modern civil societies.

Sheller, M. and J. Urry (2006). "The New Mobilities Paradigm." *Environment and Planning A: Economy and Space* **38**(2): 207-226.

It seems that a new paradigm is being formed within the social sciences, the 'new mobilities' paradigm. Some recent contributions to forming and stabilising this new paradigm include work from anthropology, cultural studies, geography, migration studies, science and technology studies, tourism and transport studies, and sociology. In this paper we draw out some characteristics, properties, and implications of this emergent paradigm, especially documenting some novel mobile theories and methods. We reflect on how far this paradigm has developed and thereby to extend and develop the 'mobility turn' within the social sciences.

Sheller, M. and J. Urry (2016). "Mobilizing the new mobilities paradigm." *Applied Mobilities* **1**(1): 10-25.

Short, J. R. and L. Pinet-Peralta (2010). "No Accident: Traffic and Pedestrians in the Modern City." Mobilities **5**: 41-59. This paper considers the rise of traffic accidents in the creation of the modern city. The notion of accidents is deconstructed. There is a brief review of current literature on mobilities and then evidence is presented of the shifting configuration of vehicle-pedestrian accidents. The epidemic of traffic accidents of cities in developing world is noted and explained. The incidence of pedestrian traffic accidents is shown to reflect socio-economic characteristics such as age, class and status. A review of the literature provides evidence of the ways to ameliorate pedestrian injuries. Walksheds are suggested as a focus of concern. The creation of a more pedestrian-friendly city is proposed. ABSTRACT FROM AUTHOR]; Copyright of Mobilities is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Singh, S. W., DC: (2015). Critical reasons for crashes investigated in the National Motor Vehicle Crash Causation Survey. Washington D.C., National Highway Traffic Safety Administration.

Stilgoe, J. (2018). "Machine learning, social learning and the governance of self-driving cars." Social Studies of Science **48**(1): 25-56.

Sumantran, V., et al. (2017). Faster, Smarter, Greener: The Future of the Car and Urban Mobility. Cambridge, MA, MIT Press.

Taylor, N. (2003). "The aesthetic experience of traffic in the modern city." Urban Studies **40**: 1609-1625. In spite of the ubiquity of the motor vehicle in modern cities, there has been relatively little study of its impact on our experience of urban life. After summarising the most significant objectively visible impacts of the motor vehicle on urban form, this article offers a phenomenological analysis and account of our aesthetic experience of road traffic, from the points of view of people both inside motor vehicles as drivers or passengers, and outside vehicles as pedestrians or cyclists. Two aspects of our aesthetic experience are described: our sensory experience of traffic, and then how traffic is experienced cognitively, or at the level of meaning. The article identifies various ways in which 'automobility' has come to dominate our contemporary aesthetic experience of cities. [ABSTRACT FROM AUTHOR] Copyright of Urban Studies is the property of Routledge and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract.(Copyright applies to all Abstracts)

Temenos, C. and E. McCann (2013). "Geographies of Policy Mobilities." Geography Compass **7**: 344-357. This article reviews geographic literature on policy mobilities. It outlines the emergence of the policy mobilities, mutations, and assemblage approach, and the geographic, sociological, and political science literatures from which it draws its origins. Focusing attention on the interplay between the structuring fields of the policy transfer and the policy actors who are ultimately responsible for the construction, conceptualization, adoption, education around, and implementation of policies, this article charts work that has focused on the mechanisms through which policies are mobilized, altered, and touched down in various places and how these processes shape cities. It concludes with commentary on possible future directions, both empirical and conceptual, that the policy mobilities approach might take and note the various methodological contributions that are emerging from it. [ABSTRACT FROM AUTHOR]

The Manchester Guardian (1896). "Bridget Driscoll, on a day trip to Crystal Palace, was bewildered by the car's approach, got in its way and was knocked down." from <https://www.theguardian.com/world/2014/aug/26/uk-first-fatal-car-accident-archive-1896>.

Thoms, D., et al. (1998). "The motor car and popular culture in the 20th century." 307.

Thrift, N. (2004). "Driving in the City." Theory, Culture & Society **21**: 41-59.

This article argues that de Certeau's understanding of walking as the archetypal transhuman practice of making the city habitable cannot hold in a post-human world. By concentrating on the practices of driving, I argue that other experiences of the city can have an equal validity. In other words, de Certeau's work on everyday life in the city needs to be reworked in order to take into account the rise of automobility. The bulk of this article is devoted to exploring how that goal might be achieved, concentrating in particular on how new knowledge like software and ergonomics has become responsible for a large-scale spatial reordering of the city which presages an important change in what counts as making the city habitable. ABSTRACT FROM AUTHOR]; Copyright of Theory, Culture & Society is the property of Sage Publications, Ltd. and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use. This abstract may be abridged. No warranty is given about the accuracy of the copy. Users should refer to the original published version of the material for the full abstract. (Copyright applies to all Abstracts.)

Turner, B. S. (2007). "The Enclave Society: Towards a Sociology of Immobility." European Journal of Social Theory **10**: 287-303.

In contemporary sociology, there has been significant interest in the idea of mobility, the decline of the nation state, the rise of flexible citizenship, and the porous quality of political boundaries. There is much talk of medicine without borders and sociology without borders. These social developments are obviously linked to the processes of globalization, leading some to argue that we need a 'sociology beyond society' in order to account for these flows and global networks. In this article, I propose an alternative analysis. There are important developments involving the securitization of modern societies that create significant forms of immobility. One striking illustration is the increasing use of walls to quarantine or secure territories and communities against outsiders or to regulate the flow of migrants in Israel, in Europe and along the Mexican-US border. Modern societies are in particular characterized by a deep contradiction between the economic need for labour mobility and the state's political need to assert sovereignty. Gated societies, ghettos, quarantine zones, prisons, camps and similar arrangements are in many respects pre-modern institutions of spatial regulation for political ends. Contemporary technical developments in biomedicine offer new opportunities for political control and spatial regulation in terms of forensic policing, bio-tattooing and bioprofiling. Globalization paradoxically produces significant forms of immobility for political regulation of persons alongside the mobility of goods and services. [ABSTRACT FROM AUTHOR]

Urry, J. (2004). "The 'System' of Automobility." Theory, Culture & Society **21**(4-5): 25-39.

Urry, J. (2006). "Inhabiting the car." Sociological Review **54**(1): 17-31.

Urry, J. (2007). "Mobilities." 335.

Urry, J. (2008). Mobilities and Social Theory. The New Blackwell Companion to Social Theory. B. S. Turner. Oxford, Wiley-Blackwell: 475-495.

Vannini, P., et al. (2012). "Technologies of mobility in the Americas." Intersections in communications and culture : global approaches and transdisciplinary perspectives **29**: 286.

Vecchio, G. (2017). "Democracy on the move? Bogotá's urban transport strategies and the access to the city." City, Territory and Architecture **4**(1): 15.

Everyday urban mobility is fundamental to access the opportunities offered by cities, something required to accomplish one's own aims and guarantee participation in social life. Nonetheless, it is difficult to guarantee significant individual opportunities by fighting mobility-related social exclusion, especially in Global South cities characterized by scarce provision of mobility services and wide presence of urban poverty.

Volti, R. (1996). "A Century of Automobility." Technology and Culture **37**(4): 663-685.

Wadhwa, V. and A. Salkever (2017). The Driver in the Driverless Car: How Our Technology Choices Will Create the Future. Oakland, CA, Berrett-Koehler.

Walks, A. (2015). Driving cities: automobility, neoliberalism, and urban transformation. The Urban Political Economy and Ecology of Automobility. A. Walks. New York, N.Y., Routledge: 3-20.

Weber, J. and F. Kröger (2018). "Autonomous Driving and the Transformation of Car Cultures." Transfers **8**: 15-23.

Wentland, A. (2016). "Imagining and enacting the future of the German energy transition: electric vehicles as grid infrastructure." Innovation: The European Journal of Social Science Research **29**(3): 285-302.

Wunsch, M., et al. (2015). What makes you bike? Exploring persuasive strategies to encourage low-energy mobility. International Conference on Persuasive Technology, Springer.

Zhang, K. and S. Batterman (2013). "Air pollution and health risks due to vehicle traffic." Science of The Total Environment **450-451**: 307-316.

Traffic congestion increases vehicle emissions and degrades ambient air quality, and recent studies have shown excess morbidity and mortality for drivers, commuters and individuals living near major roadways. Presently, our understanding of the air pollution impacts from congestion on roads is very limited. This study demonstrates an approach to characterize risks of traffic for on- and near-road populations. Simulation modeling was used to estimate on- and near-road NO₂ concentrations and health risks for freeway and arterial scenarios attributable to traffic for different traffic volumes during rush hour periods. The modeling used emission factors from two different models (Comprehensive Modal Emissions Model and Motor Vehicle Emissions Factor Model version 6.2), an empirical traffic speed–volume relationship, the California Line Source Dispersion Model, an empirical NO₂–NO_x relationship, estimated travel time changes during congestion, and concentration–response relationships from the literature, which give emergency doctor visits, hospital admissions and mortality attributed to NO₂ exposure. An incremental analysis, which expresses the change in health risks for small increases in traffic volume, showed non-linear effects. For a freeway, "U" shaped trends of incremental risks were predicted for on-road populations, and incremental risks are flat at low traffic volumes for near-road populations. For an arterial road, incremental risks increased sharply for both on- and near-road populations as traffic increased. These patterns result from changes in emission factors, the NO₂–NO_x relationship, the travel delay for the on-road population, and the extended duration of rush hour for the near-road population. This study suggests that health risks from congestion are potentially significant, and that additional traffic can significantly increase risks, depending on the type of road and other factors. Further, evaluations of risk associated with congestion must consider travel time, the duration of rush-hour, congestion-specific emission estimates, and uncertainties.

Zimmerman, P. (1995). Boys and their indestructible toys. Beyond the car: Essays on the Auto Culture. S. Zielinski and G. Laird. Toronto, Steel Rail Publishing: 32-39.