

Ahern or on the outfit worn by Queen Elizabeth II when visiting the Garden of Remembrance in 2011 detract from the book's central argument. Nonetheless, this is an encyclopaedic work that will provide a valuable resource for anyone working on commemoration of the Easter Rising as its centenary approaches.

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**Daily spatial mobilities: physical and virtual**, by Aharon Kellerman, Farnham, Ashgate, 2012, 238 pp., £55 (hbk), ISBN 978-1409423621

Contemporary social theory has, for some years now, called into question traditional notions of societies and nations, and the boundedness of these and other spaces. Led by distinguished social scientists such as Manuel Castells and John Urry, the argument is that social life and human identity is being produced and reproduced in the movements of people, things and ideas rather than being located in territories with fixed borders. This turn to 'mobilities' is thought by some to offer a new paradigm for social science. Its features include: a concern with the meaning of movement, as much as the physical act; an interest in all forms of movement, whether at a global scale or that of the human body; and the interconnection of people, images, information, objects and ideas as moving things. A mobilities perspective considers the practice, politics and cultures of movement, as well as the emotions and meanings ascribed to such movement. Much of this literature now finds its way into a specialist journal: *Mobilities* (Taylor and Francis).

Early research on mobilities tended to be dominated by a concern with the airport as a locus of mobility, and by a focus on the 'kinetic elite', those travelling by air. In his latest book, Aharon Kellerman draws on some of his earlier published work to put together a synthesis that (while not neglecting those travelling regularly by air) draws attention to those mobilities which are more routine and 'everyday'. As the sub-title suggests, such mobilities are those involving both physical movement (the journey to work, the journey to the shop and so on) and also virtual movements in 'cyberspace'. Overall, it proves to be a valuable synthesis, with an excellent and up-to-date bibliography.

After a scene-setting chapter that introduces some key concepts Kellerman structures his book into three main sections. In the first, he considers the drivers (as it were) of daily mobilities, including a discussion of freedom and autonomy and a consideration of potential mobilities, drawing on earlier work by Vincent Kaufmann. This conceptual material ends with a useful description of the features of three main mobilities (terrestrial, virtual and aerial) and how people intersect with each (pp. 76–77). Each of these three types is then explored further in three separate chapters, before in the third part of the book Kellerman addresses the spatial implications of daily mobilities (including impacts on human spatial organisation, on the facilities (terminals) in cities and on the opportunities such mobilities present to individuals).

There is much here of value. Yet, there are also some curious omissions. For example, the ways in which daily mobilities are impacted by age, gender and income (even physical disability) are 'not explored in this volume as they require separate and rather distinct conceptual settings' (p. 6). I found this quite extraordinary. How it is possible to

speak about daily mobilities without acknowledging or discussing how these impact on different social groups is beyond me. What are the inequalities that shape, and are shaped by, such mobilities? I should have also liked to see more on the affective components of these mobilities: how they are experienced by the traveller as she/he goes about her or his daily business. Furthermore, as with so much of the contemporary literature on mobilities, this is very much a westernised account that seems to speak only to those living, and moving, in the global north. I could not see much on jogging, running or other exercise (none of these 'daily spatial mobilities' appears in the index), while the one page on cycling (out of 200 pages of text) does it little justice. There is a longer treatment of walking, and plenty on public transport.

Much as I found very useful the descriptions of elements of mobility in cyberspace, I felt there was a missed opportunity to say more about the *human* dimensions of these interactions. Kellerman refers briefly to Hägerstrand's classic paper 'What about people in regional science?' I felt he could have said more about *people* throughout his book; the material objects and technologies are well described, but the human actor and human voice are, respectively, somewhat marginalised and, if not silent, rather quiet. One problem with saying anything about modern ICTs is that these evolve rapidly, and therefore, description and analysis dates rapidly. Thus, for example, while there is a useful brief discussion of *Facebook*, there is virtually nothing on *Twitter*.

Despite these criticisms the book serves a useful purpose. I doubt I will consult it on a daily basis, or carry it around with me in my daily journeys, or *Tweet* it, but I am pleased to have it on my (real) bookshelf and students of mobilities will find much of it to be a good starting point for their research.

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**Mobilities: new perspectives on transport and society**, edited by Margaret Grieco and John Urry, Farnham, Ashgate, 2012, 386 pp., £65 (hbk), ISBN 978-1-4094-1150-5

This edited collection brings together leading scholars and practitioners who have made major contributions to social-scientific and inter- and transdisciplinary research on transport and mobilities. Importantly, many of the authors in this collection have been firmly committed to highlighting the close and systematic link between transport and mobility options and social (in)equality and have used their findings to influence policy in their respective countries.

The collection covers a wide range of different topics, but there are three clearly discernible themes that run through the book and that connect different chapters. The first major theme revolves around the diverse linkages between (*im*)*mobility and social disadvantage*. Hine's chapter clearly demonstrates the exclusionary effects of poor access to employment and key services and the need for new policy approaches to address these and related issues. Importantly, his contribution shows how targeted solutions aimed explicitly at reducing transport-related disadvantage such as demand-responsive transport services can effectively complement existing mainstream public transport. Lucas asks where we stand today in relation to transport and social exclusion. Her chapter captures the wealth of