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

research that has been undertaken in this area and highlights the importance of 'multi-dimensional and contextualised understandings of the underlying factors which cause transport-related exclusion' (p. 218) in research and policy respectively. Porter *et al*.'s comparison of young people's daily mobility patterns across three sub-Saharan African countries reveals the gendered nature of transport-related barriers to accessing schools and healthcare. They propose a combination of transport and non-transport interventions to change the spatial and temporal conditions under which young people in Malawi, Ghana and South Africa need to negotiate their daily mobility patterns, especially girls in rural areas.

Using data from Switzerland, Götz and Ohmacht explore the impact of lifestyles (in addition to social class) on people's leisure mobility patterns. Their work identifies four leisure mobility styles and shows that the lifestyle group with a strong orientation towards culture and ecology, a critical view of car use and relatively high income displays the most sustainable leisure travel behaviour. They attribute an additional 15% of the explained variance in travel behaviour to mobility styles, in addition to 'classical' determinants such as sex, age, social status and spatial conditions. Rajé's chapter on the mobility patterns of migration and diaspora communities, especially in relation to long-distance flights, and Grieco's epilogue dealing with the 'mobility of the sick' in the context of the UK national health service aptly complement and further extend previous discussions about the impact of socio-economic, demographic and lifestyle factors on transport and mobility patterns.

The development and use of *new and innovative methodologies for researching mobilities* form a second key theme of the book. Mixed methods approaches are central to a number of chapters in this collection. Making a strong case for mixed mobile methods, Büscher *et al*. consider the merits and demerits of bottom-up social–technological innovation as potential alternative to more narrow concepts of 'smart' transport as top-down and technology-driven. Laurier and Dant adopt an innovative 'follow and film' mobile method to study social interactions within the car. Their ethnography reveals the multi-faceted relationships between driving and sociality. Combining travel and time use data, Jones *et al*. offer interesting insights into the connections between commuting duration, family travel and activity patterns in London and Paris. Their approach to mobilities research demonstrates the many benefits of secondary analysis of existing data sets. Adopting a multi-method approach to the study of children's and young people's mobility patters that combines narrative oral histories, in-depth interviews, existing data sets and GIS and mobile phone data, Pooley identifies both similarities and differences between past and present patterns across different UK locations.

In addition, the role of social networks in either promoting or curbing certain types of mobility behaviour and their exploration through specific network-oriented research methods receives particular attention in some chapters. Hodgson sets out to show how the practice of walking is inextricably linked to the construction and maintenance of social networks. She argues that 'walking is social interaction' (p. 40) that takes place in space and time, requiring individuals to develop specific social and practical skills and competencies. Her methodological approach connects qualitative and quantitative elements and draws heavily on visual methods, including the construction of layered maps. Kowald and Axhausen discuss the impact of social networks on leisure travel. Their chapter explores the utility of egocentric network approaches and snowball sampling as tools for investigating personal leisure networks and mobility-relevant interactions within them.

The question *whether or not current mobility patterns can and should be sustained into the future* represents a third key theme of the collection. Urry's opening chapter asks whether current mobility patterns have a future given their dependence on the (over) exploitation of finite natural resources, most notably fossil fuels. Similarly, Lyons

questions our ability to fuel our current dependence on motorised mobility in the future and argues for sustainable transport initiatives and policies that move beyond technology fixes and prioritise behavioural change. Sheller's contribution focuses explicitly on the connections between sustainable mobility and mobility justice. She shows how mobility-on-demand systems, real-time scheduling facilitated by ICT and the market-led individualisation of mobility are driving the desynchronisation of social life, resulting in novel patterns of transport-related exclusion and significant challenges for sustainable transport policy and governance. '[…] the struggle for mobility justice, for transport equity, and for the distribution of network capital will be central to the transition towards sustainability not simply because they are intertwined at the source, but because they are deeply implicated in any kind of future scenario' (p. 302). This is also echoed in Divall's contribution which argues for a historical approach to mobility research (rather than a sole focus on current levels of unsustainability in the transport sector) to produce a promising foundation for debates on the future of mobility.

Finally, Licoppe and Levallois-Barth's case study of proximity mobile marketing in the Paris Metro captures emerging trends towards interactive advertising, which in turn depend on the growing mobilisation of both consumers and technologies. Interestingly, their work links mobility to non-mobility-related resource consumption by showing how public transport use and associated exposure to targeted advertising could increase personal consumption. Some of these concerns are also highlighted in Nelson and Aditjandra's chapter which focuses on the role of ITS and ICT systems in closing mobility gaps and which predicts future technologies to focus on the provision of real-time information.

Overall, these future-oriented contributions to the book raise many pressing questions regarding the need to decarbonise the transport sector and its potential consequences for different social groups. Evidence of mobility-related fuel poverty in Ireland and other developed countries suggests the potentially socially disruptive nature of these impending changes in the transport sector. Future social-scientific research will thus need to take seriously the consequences for society of a rapidly diminishing resource base and a growing list of environmental threats which derive from unsustainably carbon-intensive mobility practices.

While this collection provides an excellent overview of current trends in transport and mobilities research, future work in this area is likely to address additional themes not yet covered in this book. Changes in mobility patterns across the life-course and their impact on the 'consumption of distance' require urgent attention if current efforts to minimise the negative social and environmental impacts of the transport sector are to succeed. Similarly, it will be necessary to focus more closely on temporal and spatial dimensions of mobility practices, their socio-cultural, political and economic contexts and their development over time, and to do by tying together research, policy making and practice. Undoubtedly, many of the contributors to this collection will lead these future efforts to further advance the social-scientific and inter- and transdisciplinary study of transport and mobilities.

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