

## **Velomobiles and velomobilities: a sociological approach**

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Social science studies in the transport field have been transformed in the past decade by the development of what has been termed the 'mobilities' paradigm, pioneered by John Urry. Concentrating on the start and end-point of journeys, conventional travel assessments tend to be biased towards simple modelling of movement between these fixed points – what has been called a sedentarist bias.

As an alternative, considering social life and action as a series of flows and meshworks can enable a different understanding of everyday mobility. Mobility practices are revealed as complex systems, involving social factors and connecting with practices of consumption and production. This approach has enabled a reconsideration of how we understand contemporary use of the car in terms of auto-mobility.

This presentation will use this modelling to reflect upon velomobility as a complex system and begin to identify some of the (often hidden) barriers that prevent existing mobility systems from embracing velo-mobile practices. Although velomobiles provide a vital and necessary part of the velo-diversity that is required in a transition to a lower carbon-footprint mobility system, there are considerable social structural barriers that must be confronted in order to gain broader recognition. Using this approach also enables us to interrogate the relations of power involved in current practices and to identify key points of structural exclusion, particularly with respect to mobility spaces.