

# Social/Political Consequences

- Increased tension between neighboring countries or among citizens within a “walled” country (e.g., East Berlin)
- Increased isolation (reduction in the diffusion of culture)
- Stigmatizing of excluded population (either internally or externally)
- Promotes nationalism, reduces foreign influences, increases xenophobia
- Illegal crossing of the border becomes more dangerous
- Separation of families, friends, relatives, cultural groups
- Increased protection/security from either real or perceived threat
- Reduced face-to-face interaction between people of neighboring countries
- Increased virtual communication between people of neighboring countries
- Reduced migration

# Social And Political Consequences Of The Motor Car

**Marcel A. Müller**



## **Social And Political Consequences Of The Motor Car:**

**Social and Political Consequences of the Motor Car** P. M. Townroe, 1974      **Social and political consequences of the motor car** Peter Michael Townroe, 1974      An Introduction to Urban Geography John R. Short, 2017-10-12 This book first published in 1984 is an attempt to make students aware of the variety in the urban condition and to introduce them to some of the relationships operating between space and society From the broad aim of seeking to show the relationship between urbanism and society flows a number of sub themes including the importance of cross cultural comparisons and contrasts re distributional consequences and the role of government This book will be of interest to first and second year students of urban studies and human geography      **Beyond Traffic Safety** John Peter Rothe, Peter Rothe s absorbing volume examines one of the most important areas of modern life the culture of the automobile Rothe takes a problem central to everyday life auto safety and reconstructs it into a means of revealing the human condition His goal is to motivate the reader to think differently about traffic safety and to suspend all inherited epidemiological engineering and psychological beliefs Because traffic arises from the interaction between people he argues that traffic safety is a social process one that is created formed and changed by human interaction Beyond Traffic Safety presents controversial critiques and provocative positions It stimulates insight into the question of why traffic safety issues have become so important today Rothe explores new social boundaries and crosses old ones He demonstrates that interlinking social factors in a motorist s behavior reveal traffic safety as a significant facet of social behavior worthy of in depth exploration This may well be the first work of fundamental theory in an area thus far dominated by crude empiricism Beyond Traffic Safety describes responsibilities of drivers and examines how basic trust in traffic routines sustains an orderly traffic flow It shows how physical risks are negotiated to accommodate social expectations Part of the text is devoted to the role played by the driver s license as a form of social control emphasizing the way in which various images of licensing convey different ideas about traffic safety Rothe focuses on the development of traffic laws and how laws affect driver behavior He also traces the roles that discretion and tolerance play in police work In particular the dominant traffic violation speeding is analyzed Rothe looks at traffic safety in a new way by presenting it as part of a social scientific framework He provides a basis for future exploration of this kind Beyond Traffic Safety is an important and insightful analysis for road users traffic safety educators policymakers psychologists and sociologists      **Movement in Cities** P.W. Daniels, A.M. Warnes, 2013-09-05 Movement in Cities describes and analyses urban travel in terms of purpose distance and frequency of journeys and modes and routes used concentrating mainly on British towns with many references to the United States and Australia The authors elucidate the all important interrelations between location of activities and the patterns of transport supply and use within towns The issues they raise are of pressing practical and intellectual importance This book was first published in 1980      **Rise Collectivism Vol 1** William Howard Greenleaf, 2013-02-01 Published in 2003 Rise Collectivism Vol 1 is a valuable contribution to the field of

Political History     *Technologies Without Boundaries* Ithiel de Sola Pool, 1990 At the time of his death in 1984 political scientist Pool late of MIT had almost completed this vision of a new world resulting from the social and political consequences of communications technology It was edited into its final form by Eli Noam of Columbia University Annotation copyrighted by Book News Inc Portland OR     **A Bibliography of British History, 1914-1989** Keith Robbins, American Historical Association, Royal Historical Society (Great Britain), 1996 Containing over 25 000 entries this unique volume will be absolutely indispensable for all those with an interest in Britain in the twentieth century Accessibly arranged by theme with helpful introductions to each chapter a huge range of topics is covered There is a comprehensive index     **Rise Collectivism** W. H. Greenleaf, 2003 First Published in 2003 Routledge is an imprint of Taylor Francis an informa company

*Planning for Engineers and Surveyors* F. D. Hobbs, J. F. Doling, 2016-07-29 Planning for Engineers and Surveyors provides an understanding of the land use and transport planning context in which the work of engineers and surveyors was carried out It attempts to explain what the planners of land use and transport did and why It describes the problems which planners face the reasons why they emerged the techniques used to develop plans and the political as well as the technical nature of planning The book begins with a definition of planning and a review of different popular beliefs about planners themselves This is followed by separate chapters on the development of the planning system including its history institutional framework and laws the impact of social economic and physical environment on planning and transport and communications planning Subsequent chapters cover features of the planning process which are general to planning at different levels and of different sectors the development of planning policies the design implications and characteristics of a number of land uses and the political character of planning     *Selected Library Acquisitions* United States. Department of Transportation,     **Human Settlements** Sam Stuart, 2013-10-02 Human Settlements An Annotated Bibliography is an annotated bibliography on human settlements and includes books journal articles reports and documents Documents from Habitat United Nations Conference on Human Settlements with National Reports are arranged alphabetically by country along with other Conference documents This book is comprised of four chapters and begins with a list of books journal articles reports and documents dealing with topics such as housing policies housing problems in underdeveloped areas and the effects of land reform and rural ordinance programs The next chapter is devoted to a bibliography of bibliographies covering topics ranging from land use planning to rural roads and their potential The third chapter includes national reports from countries such as Afghanistan Algeria and Bangladesh The bibliography concludes with a subject index of key words subdivided geographically a secondary author index that includes personal and corporate authors editors compilers and authors of significant introductions and a list of libraries consulted This monograph should be of interest to housing officials and policymakers     *The Impact of Motor-vehicles in Africa in the Twentieth Century* Jan-Bart Gewald, 2005     **The Urban Political Economy and Ecology of Automobility** Alan Walks, 2014-07-25 Just how resilient are our urban societies to social energy environmental and or

financial shocks and how does this vary among cities and nations Can our cities be made more sustainable and can environmental economic and social collapse be staved off through changes in urban form and travel behaviour How might rising indebtedness and the recent series of financial crises be related to automobile dependence and patterns of urban automobile use To what extent does the system and economy of automobility factor in the production of urban socio spatial inequalities and how might these inequalities in mobility be understood and measured What can we learn from the politics of mobility and social movements within cities What is the role of automobility and auto dependence in differentiating groups both within cities and rural areas and among transnational migrants moving across international borders These are just some of the questions this book addresses This volume provides a holistic and reflexive account of the role played by automobility in producing reproducing and differentiating social economic and political life in the contemporary city as well as the role played by the city in producing and reproducing auto mobile inequalities The first section titled Driving Vulnerability deals with issues of global importance related to economic social financial and environmental sustainability and resilience and socialization The second section Driving Inequality is concerned with understanding the role played by automobility in producing urban socio spatial inequalities including those rooted in accessibility to work migration status and ethnic concentration and new measures of mobility based inequality derived from the concept of effective speed The third section titled Driving Politics explores the politics of mobility in particular places with an eye to demonstrating both the relevance of the politics of mobility for influencing and reinforcing actually existing neoliberalisms and the kinds of politics that might allow for reform or restructuring of the auto mobile city into one that is more socially politically and environmentally just In the conclusion to the book Walks draws on the findings of the other chapters to comment on the relationship between automobility neoliberalism and citizenship and to lay out strategies for dealing with the urban car system

**Daily Spatial Mobilities** Aharon Kellerman, 2016-05-13 Discussing the concept of mobility at large and that of spatial mobilities in particular this book makes the case for daily spatial mobilities as a distinct type of mobility and explores this concept from a variety of perspectives Daily mobilities such as for commuting shopping social ties information banking news studies business meetings etc are typified by their being two way mobilities frequently performed constituting a major element of our daily routine lives and inclusive of both corporeal and or virtual mobilities Outlining his argument for daily spatial mobility author Aharon Kellerman focuses on needs and triggers for daily mobilities on levels of personal mobility and personal autonomy in daily mobilities and on potential mobilities leading to practiced ones The concept is further explored using three major types of daily mobility terrestrial virtual and aerial and three major spatial elements urban spatial reorganization in the information age mobility terminals namely bus metro and railway stations as well as airports and global opportunities through daily mobilities notably for users of the Internet

**Moving Times** Julian Weber, 2022-09-01 Will we really soon no longer be sitting behind the wheel of our own car but will only be taken to our destination by driverless electric taxis Should

cities introduce car sharing What role will electric scooters cable cars or man carrying drones play in the mobility systems of major cities This book finally explains in a generally understandable way what is really behind buzzwords such as electric mobility autonomous driving digitalization and mobility services such as car sharing or ride hailing how far advanced these technologies are today and above all in what relationships and dependencies they are to each other In addition to the technical aspects the legislative and social trends are also considered which are important framework conditions that will have a decisive influence on the mobility of the future From the contents Mobility needs Who wants to go where when and why and how will this change in the future Technological trends electromobility digitalization autonomous driving what will the vehicles of the future be capable of Car sharing ride hailing e scooters or public transport What alternatives to the private car will there be in the future Politics and society How will the framework conditions for mobility develop in the future Mobility in transition What should we do to prepare for the future

County Borough Elections in England and Wales, 1919-1938: A Comparative Analysis Sam Davies,Bob Morley,2016-12-05 These volumes provide an essential comprehensive work of reference for the annual municipal elections that took place each November in the 83 County Boroughs of England and Wales between 1919 and 1938 They also provide an extensive and detailed analysis of municipal politics in the same period both in terms of the individual boroughs and of aggregate patterns of political behaviour Being annual these local election results give the clearest and most authoritative record of how political opinion changed between general elections especially useful for research into the longer gaps such as 1924 29 and 1935 45 or crisis periods such as 1929 31 They also illuminate the impact of fringe parties such as the Communist Party and the British Union of Fascists and also such questions as the role of women in politics the significance of religious and ethnic differentiation and the connection between occupational and class divisions and party allegiance Analysis at the ward level is particularly useful for socio spatial studies A major work of reference County Borough Elections in England and Wales 1919 1938 is indispensable for university libraries and local and national record offices Each volume has approximately 700 pages

**Romania** ,1960 *Climate Change and Society* John Urry,2011-06-20 This is the first book to develop a proper sociology of climate change and will be an excellent companion to Tony Giddens *The Politics of Climate Change*

**Breaking the Banks in Motor City** Darwyn H. Lumley,2009-09-12 This history tells the relatively unknown story of how the Detroit automobile industry played a major role in the 1933 banking crisis and the subsequent New Deal reforms that drastically changed the financial industry Spurred by failed decision making and conflicts of interest by automobile industry leaders Detroit banks experienced a critical emergency precipitating the federal closure of banks on March 4 1933 the first in a series of actions by which the federal government acquired power over economics previously held by states and private industrial and financial interests

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