THE URBAN HISTORY GROUP

Annual Conference

RE-EVALUATING THE PLACE OF
THE CITY IN HISTORY

University of Cambridge (Robinson College), UK

31 March – 1 April 2016

Programme and Abstracts of Papers

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Contents

Urban History Group Annual Conference

RE-EVALUATING THE PLACE OF THE CITY IN HISTORY

Conference Programme Resumé

THURSDAY 31 MARCH

11.00-14.00   Registration

13.00-14.00   Lunch

Opening Remarks by Professor Barry Doyle and Dr Rebecca Madgin

14.00-15.30   **Session 1: Plenary Session**
Is there such a thing as a settler-colonial urban *order? A question for globalized urban history*

15.30-16.00   Tea

16.00-17.30   **Session 2: Parallel Sessions**
2.1   *Conducting Urban History: Between the Street and the Neighbourhood*
2.2   *The City as a 'Site' for Action or an Active Agent?*
2.3   *Mapping the Nineteenth Century City: An Interdisciplinary Approach to Plan Analysis*
2.4   *Planning and Managing the City: Does Size Matter?*

17.45-19.15   **Session 3: New Researchers' and First-Year PhD Workshops**
3.1   *Shaping of the Lived-in City*
3.2   *Examining Nineteenth-Century Urban Development*
3.3   *New Approaches to Urban Space*
3.4   *First-Year PhD Presentations*

20.00-21.30   Conference Dinner

21.30-late   Bar

FRIDAY 1 APRIL

08.00-08.45   Breakfast

09.00-10.30   **Session 4: Parallel Sessions**

          4.1   Reaching the Limits of the City: Urban Boundaries in the Mental and Physical Landscape

          4.2   Using the Visual to Re-Evaluate the Place of the City in History

          4.3   Transforming Britain: Mobility and the Re-making of Urban England, 1950-1980

          4.4   Cities and Science: Re-Examining the Connection

10.30-11.00   Coffee

11.00-12.30   **Session 5: Parallel Sessions**

          5.1   Reflecting on cross-disciplinary methods for urban research: The case of the Sensory Cities network

          5.2   The heritage debate thirty years on: how has the preservation and re-creation of the industrial past shaped post-industrial cities?

          5.3   Between doing and meaning in the urban past: research in historical spatial cultures

12.30-13.15   **Session 6: Plenary Session**

          Round table discussion
(with Dr Shane Ewen, Dr Rebecca Madgin and Professor Roey Sweet)

          Closing remarks and thanks by Dr Rebecca Madgin

13.15-14.00   Lunch

14.00   Conference ends

Conference Theme

As the devolution of powers to cities gains political momentum in the UK it brings into sharper focus the roles of towns and cities in previous times and cultures. Since 2016 marks the 50th anniversary of the first conference devoted to urban history (Leicester 1966) it provides the Urban History Group Annual Conference an opportunity to: a) clarify the general scope and methods of urban history, and b) to examine the potential for comparative research – both issues addressed in 1966.[1] With the political developments in Britain, and a special issue of the *Journal of Urban History*[2] in the USA, it is thus timely to question the historical role of the city.

As such, this year's conference sessions investigate the place of the city in history in a variety of different ways. There are sessions that seek to examine the importance of scale, the need for new methods and new conversations across disciplines as well as some of the latest global urban history research from the seventeenth century to the present day.

In order to theoretically frame the conference, we have opening and closing plenary sessions. The opening keynote will be given by Professor Carl Nightingale and we will close the conference with reflections on an existing and emerging research agenda for urban history led by Shane Ewen, Rebecca Madgin and Roey Sweet.

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Conference Website

Abstracts and the conference programme are available from the conference website which also contains links to registration:

(http://www2.le.ac.uk/departments/urbanhistory/uhg)

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[1] See R. Sweet, *Urban History* at: http://www.history.ac.uk/makinghistory/resources/articles/urban_history.html
[2] *Journal of Urban History,* 41:4, July 2015.

Brief guide to conference arrangements

The conference will take place at Robinson College, University of Cambridge. All residential accommodation, meetings and conference sessions will be located in the College.

Conference accommodation on campus

Ensuite and standard accommodation will be provided in the College.

Check-in for residential delegates

All **residential** delegates should please check in at the Porters' Lodge, Robinson College, situated on the corner of Grange Road and Herschel Road, (see map overleaf), where keys will be available from 13:00 onwards; a luggage storage facility is available for those arriving before this time. The Porters' Lodge is manned 24 hours per day, however, if you plan to arrive after 18:00 you should please advise Maureen Galbraith (ehsocsec@arts.gla.ac.uk).

Registration

Registration will take place between 12:00 and 14:00 in the Auditorium Foyer (a College Plan can be found on page xi of this booklet). The registration desk will be staffed for the duration of the conference.

Alternative Accommodation

Information on Cambridge hotels can be found by following the links at:

http://www.visitcambridge.org/VisitCambridge/WhereToStay.aspx

The Economic History Society does not necessarily endorse any of the hotels listed.

Car parking

Robinson College has arranged with the University of Cambridge for the use of the car park at their Wilberforce Road Sports Ground by delegates attending conferences. The Ground is only some 500 yards from the Porters' Lodge. Spaces are limited, must be pre booked via Maureen Galbraith and will be allocated on a first-come first-served basis; a parking permit will be provided.

Neither the College nor the Sports Ground accept responsibility or liability in respect of loss or damage to any property, including motor cars and items left in motor cars, brought onto the parking area by or on behalf of any persons.

The entrance to the car park is on the corner of Adams Road and Wilberforce Road. Once inside the Sports Ground please follow the signs to the parking area. The main entrance to Robinson College is at the corner of Grange Road and Herschel Road. A location map can be found overleaf.

ROBINSON COLLEGE, CAMBRIDGE

WILBERFORCE ROAD SPORTS GROUND CAR PARK
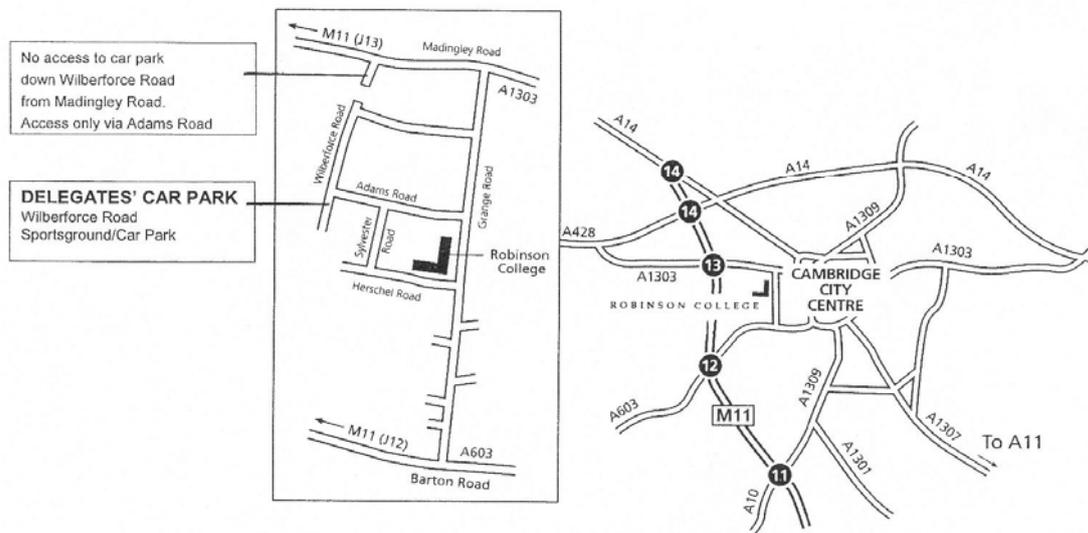
Book displays

Publishers' and booksellers' displays will be in the Dining Hall at Robinson College.

Meals and Morning Tea/Afternoon Coffee

Breakfasts and lunches will be served in the Garden Restaurant, dinners, teas and coffees in the Dining Hall.

Bar

The bar is located in the College.

Meeting rooms for sessions

All meeting rooms will be located in the College.

Internet Access

There is wireless internet access in all public areas of the College and wired internet access from bedrooms; delegates should provide their own Ethernet cable. Computers with internet access are located in a café on campus. Instructions and passwords will be provided on site.

Useful Contacts

Robinson College:	+44 (0)1223 332 859	conference@robinson.cam.ac.uk
Maureen Galbraith:	+44 (0)141 330 4662	ehsocsec@arts.gla.ac.uk

How to reach Robinson College, Cambridge

Comprehensive information on travel to Robinson College, as well as maps, can be found by following the links at: http://www.robinson.cam.ac.uk/about-robinson

By Road
The College is situated in Grange Road, close to the centre of Cambridge. Grange Road runs between Barton Road and Madingley Road and is parallel to Queens' Road (the 'Backs').

  The best way to approach the College by road from the north, south or east is from Junction 12 of the M11.

From Junction 12 of the M11, the A603 towards Cambridge
- Take the A603 (Barton Road) towards Cambridge.
- Pass Wolfson College on the left.
- About 1.5 miles from the M11 you will reach the traffic lights of a pedestrian crossing. Grange Road is the turning on the left, directly after this pedestrian crossing.
- Once in Grange Road you will pass the CU Rugby Club on the left.
- The road narrows slightly immediately before the next turning on the left which is Herschel Road. Robinson College is the new redbrick college 0.5 miles along Grange Road on the left, on the corner of Grange Road and Herschel Road.

From the North (A14)
- From the M6/M1 (Junction 19) interchange join the A14 (signposted to Kettering).
- Follow the A14 past Kettering and Huntingdon towards Cambridge.
- From the A1 at Brampton join the A14 (signposted for Stansted and Cambridge).
- Follow the A14 and signs for Cambridge.
- Get in lane for the M11 once you have passed the exit for Dry Drayton, Oakington and Cottenham. (M11 is outside and middle lanes.)
- Join the M11 following the signs for Stansted.
- Leave the motorway at the next exit, Junction 12.
- Take the A603 in the direction of Cambridge (to the left).
- Follow the directions from the M11, Junction 12, as above.

From the East (A14 from Newmarket)
Avoid the city centre
- Follow the northern by-pass to join the M11.
- The exit for the M11 is after the junction for the B1049. It is signposted 'M11 London (A10), North, A1, Midlands'.
- Once you have taken this exit, STAY IN THE LEFT HAND LANE and join the M11.
- Leave the motorway at the next exit, Junction 12.

- Take the A603 in the direction of Cambridge (to the left).
- Follow the directions from the M11, Junction 12, as above.

From the South (A10)

- At the signpost 'M11 The North, Huntingdon (A14), Bedford (A428), Ely (A10)' turn left and join the M11.
- Leave the motorway at the next exit, Junction 12 signposted 'Cambridge, Sandy and the A603'.
- Take the A603 in the direction of Cambridge (to the right).
- Follow the directions from the M11, Junction 12 as above.

From the West (A428 from Bedford)

- Along the A428 from Bedford and St Neots take the exit for the A1303, signposted for the M11 London.
- Passing the American Cemetery on the left, continue straight on at the traffic lights.
- Pass the turning for the M11 to London on your right.
- At the next traffic lights the Madingley Road 'Park and Ride' is on your left, continue straight on.
- Pass High Cross on your right and Madingley Rise (Observatory) on your left.
- There is a set of traffic lights at a pedestrian crossing. Immediately after these get into the right hand lane.
- Turn right into Grange Road at the next set of traffic lights.
- Once in Grange Road pass Clarkson Road on your right and continue for about 0.5 miles.
- Robinson College is the new redbrick college 0.4 miles down Grange Road on the right, situated between Adams Road and Herschel Road.

Directions for Cyclists and Pedestrians

From Market Square in the town centre

- Go past Great St Mary's, heading towards Senate House.
- Follow Senate House Passage, then turn right onto Trinity Lane.
- Turn left 30 yards later onto Garret Hostel Lane.
- Continue over the footbridge until you reach Queens' Road.
- Cross Queens' Road and continue on the footpath running past the University Library.
- Arrive on Grange Road, directly opposite Robinson College.

Route Planner

Here are two links to good route planners:

The AA: http://www.theaa.com/route-planner/index.jsp
Multimap: http://www.bing.com/mapspreview

The postcode at Robinson College is: CB3 9AN.

Bus / Coach Routes

There is a frequent express bus service between London and Cambridge and a coach service several times a day between Heathrow, Gatwick and Stansted airports and Cambridge. Details can be obtained from National Express: http://www.nationalexpress.com/home.aspx

Bus Services in Cambridge: http://www.cambridgeshire.gov.uk/info/20017/buses
National Express Coaches: http://www.nationalexpress.com/home.aspx

From the bus or train stations

Robinson College can be reached by taxi (10 minutes from the train or bus stations) or a 20-minute walk. Head into the city and aim for Market Square. A map for directions to the College can be found at:

http://www.robinson.cam.ac.uk/contact-us/visiting-robinson/directions#route

By Rail

The fastest trains (the Cambridge Cruiser from King's Cross, London) take only 48 minutes. Cross country rail services link Cambridge with the Midlands and the North, via Birmingham. Information can be found at:

http://ojp.nationalrail.co.uk/service/planjourney/search

By Air

Cambridge Airport has some domestic services and facilities for charter flights. Stansted Airport is approximately 40 minutes by road from Cambridge; Gatwick and Heathrow Airports are about 1.5 – 2 hours by road from the College. Buses from all these airports run regularly into the city centre. Trains run directly to Cambridge from Stansted (35 minutes) and via London from Heathrow and Gatwick.

Taxis
Panther   +44 (0) 1223 715715
CamCab   +44 (0) 1223 704704

College Plan

Robinson College
University of Cambridge

Key to destinations

15 Auditorium Suite
3 Chapel
U Conference and Catering Office
6 College Office
18 Crausaz Wordsworth Building
12 Dining Hall
12 Dining Hall Balcony
16 Games Room, Toilets
10 Garden Restaurant
17 Garden Terrace
14 Garden & Seminar Rooms (Level 0)
9 JCR, Toilets
4 Linnett Room
18 Maria Bjornson Theatre
8 Music Practice Room (High Court)
8 Music Room (High Court)
11 Red Brick Café Bar
G Teaching Rooms A&B
2 Teaching Rooms 1 - 7
7 Umney Theatre Suite

Meeting Rooms
Catering and Dining Rooms
College Rooms
Steps/ramps
Staircases
Courts and paths

ADAMS ROAD
GRANGE ROAD
HERSCHEL ROAD

HIGH COURT
LONG COURT
FRONT COURT
HERSCHEL COURT
GARDENS
BIN BROOK

Undercroft
Umney steps
Porters' Lodge
Main Entrance

Robinson College has installed CCTV at these premises for your safety and protection

TRADITIONAL VALUES · GREAT EVENTS · MODERN VENUE

service Main College Building

Look for and follow the signs to help you on your journey

Urban History Group Annual Conference Programme

RE-EVALUATING THE PLACE OF THE CITY IN HISTORY

University of Cambridge (Robinson), UK

THURSDAY 31 MARCH 2016

11.00-14.00   Registration   *(Auditorium Foyer)*

13.00-14.00   Lunch *(for early arrivals)*   *(Garden Restaurant)*

14.00-15.30   Session 1: Plenary   *(Umney Theatre)*

Is there such a thing as a settler-colonial urban order? A question for globalized history
　　　Carl Nightingale (University at Buffalo, State University of New York)

15.30-16.00   Tea   *(Dining Hall)*

16.00-17.30   Session 2: Parallel Sessions

2.1: Conducting Urban History: Between the Street and the Neighbourhood
                                                                                                                         (Umney Lounge)

How neighbourhoods became important, 1900-2015
　　　Richard Harris (McMaster University)

Biography of a street and the making of urban public(s): The Meston Road in Kanpur, c.1900-50
　　　Saumya Gupta, (University of Delhi)

Seeing the street market: legislating for the informal economy in London
　　　Victoria Kelley (University for the Creative Arts)

2.2: The City as a 'Site' For Action or an Active Agent?   *(Linnett Room)*

Do tenements generate social cohesion?
　　　Florian Urban (Glasgow School of Art)

Urbanisation and interpersonal violence in Europe and North America
　　　Richard McMahon (Trinity College Dublin)

Cultural history of Puerto Rican community activism and the human right to the city in New York, 1970s and 1980s
　　　Timo Schrader (University of Nottingham)

2.3: Mapping the Nineteenth-Century City: An Interdisciplinary Approach to Plan Analysis *(JCR)*

Linking business records, cartographic sources and space syntax data to compare the spatial morphology of the furniture industry in two areas of nineteenth-century London
Laura Narvaez-Zertuche (Foster and Partners), Blerta Dino, Howard Davis, Laura Vaughan & Sam Griffiths (UCL)

The built fabric of the East End: exploring the socio-spatial configuration of nineteenth-century religious sites and spaces
Laura Vaughan, Kerstin Sailer & Blerta Dino (UCL)

Diachronic comparisons: built form change and socio-economic life in Islington, London and the West Village, Manhattan 1870-2013
Garyfalia Palaiologou & Laura Vaughan (UCL)

2.4: Planning and Managing the City: Does Size Matter? *(Games Room)*

Postwar urban planning in China: A blank slate, a melting pot of ideas or an aberration before Communism?
Toby Lincoln (University of Leicester)

A matter of scale: the construction of urban governance in small- and medium-size Canadian cities, 1855-1939
Harold Bérubé (Université de Sherbrooke)

Using function-based spatiality to understand the place of cities in Japan's history
David Rands (Austin Peay State University)

17.45-19.15   Session 3: New Researchers' and First-Year PhD Workshops

3.1: Shaping of the Lived-in City *(Umney Lounge)*

Urban space and the everyday life of the poor: Wolverhampton, 1848-80
Simon Briercliffe (University of Birmingham)

Geographies of commuting: Migrants' housing and jobs in Edinburgh before the First World War
Marc Di Tommasi (University of Edinburgh)

Difficult histories, dark heritage: urban development and the historic lunatic asylum
Katherine Fennelly (University of Sheffield)

3.2: Examining Nineteenth-Century Urban Development *(Linnett Room)*

Philanthropy, identity and the state in Dublin and Edinburgh c.1815-c.1845
Joseph Curran (University of Edinburgh)

Planning Sapporo: A transnational approach to Japanese urban history
Michael Thornton (Harvard University)

Does size matter? Re-examining the nature of small town urbanity in nineteenth-century Wales
  Elizabeth Jones (University of Leicester)

3.3: New Approaches to Urban Space   *(JCR)*

The British 'urban crisis': (Re-) evaluating the city in 1970s and 1980s Britain
  Aaron Andrews (University of Leicester)

The fabric of the city: re-evaluating the role of the fashion industry in London's postwar reconstruction, 1945-51
  Bethan Bide (Royal Holloway, University of London/ Museum of London)

Representing the city: maps, spaces of production, and urban governance in Edinburgh, 1880-1920
   Anna Feintuck (University of Edinburgh)

3.4 First-Year PhD Presentations   *(Games Room)*
(10-minute papers with a focus on research design)

The urban accelerated: from colonial to global metropolitanism in Marseille
  Marlène de Saussure (Center for Metropolitan Studies / TU Berlin)

Place matters. British working class youth cultures and the globalization of London, 1958-1974
  Felix Fuhg (Center for Metropolitan Studies / TU Berlin)

Port towns, community and place identity: the experience of civilian bombardment in the North East coast region during the First World War
  Mike Reeve (University of Hull)

20.00-21.30   Conference Dinner   *(Garden Restaurant)*

21.30-24.00   Late bar   *(Bar)*

FRIDAY 1 APRIL 2016

08.00-08.45   Breakfast   *(Garden Restaurant)*

09.00-10.30   Session 4: Parallel Sessions

4.1: Reaching the Limits of the City: Urban Boundaries in the Mental and Physical Landscape   *(Umney Lounge)*

The city fringe in a long historical perspective: The case of Turin, Italy, seventeenth – twenty-first centuries
  Marco Battistoni (Centro Interuniversitario di Storia Territoriale, 'Goffredo Casalis', Vercelli, Italy)

Breaking the frame of the map: Edinburgh and its 'environs', 1770-1810
    Phil Dodds (University of Edinburgh)

'The octopus' and the pageant: resisting the suburbanisation of civic identity in Britain
    Tom Hulme (Institute of Historical Research)

4.2 Using the Visual to Re-Evaluate the Place of the City in History *(Linnett Room)*

Deceptions of juveniles in the postwar city
    Jenny Stewart (University of Leicester)

Seeing the city: sights selected to promote Leicester
    Sally Hartshorne (University of Leicester)

Photographers and the 'inner city' in 1980s Dublin
    Erika Hanna (University of Bristol)

4.3 Transforming Britain: Mobility and the Re-making of Urban England, 1950-1980 *(JCR)*

Colonial expertise and the mobility of urban ideas: Rethinking the 'inner city'
    Ruth Craggs (King's College London) & Camilla Schofield (UEA)

London's suburban Jews: integration and difference in the postwar metropolis
    David Feldman (Birkbeck, University of London) & Becky Taylor (UEA)

New towns, overspill and mobilities
    Hannah Neate (Manchester Metropolitan University) & Ben Rogaly (University of Sussex)

4.4: Cities and Science: Re-Examining the Connection *(Games Room)*

The free imperial city as a place of artisanal knowledge: the case of practical medicine in early-modern Strasbourg
    Tillmann Taape (University of Cambridge)

Naples and the Accademia di Palazzo del duca di Medinaceli, 1698-1701
    Nick Mithen (European University Institute)

Darwin in Budapest: science, the city and the urban public
    Katalin Straner (Central European University)

10.30-11.00   Coffee   *(Dining Hall)*

11.00-12.30   Session 5: Parallel Sessions

5.1 Reflecting on Cross-Disciplinary Methods for Urban Research: The case of the Sensory Cities Network *(Umney Lounge)*

Researching, curating and representing sensory urban experiences: developing cross-disciplinary methodologies
  Astrid Swenson & Monica Degen (Brunel University)

London Metropolitan University: Technology and urban research: connecting sensory interactions in and with urban environments
  Maneula Barz (London Metropolitan University)

Unlikely sites of Urban History
  Nirmal Puwar (Goldsmiths College)

5.2 The Heritage Debate Thirty Years On: How Has the Preservation and Re-creation of the Industrial Past Shaped Post-Industrial Cities? *(Linnett Room)*

'Liverpool Road 'station' might just as well have been the first fish and chip shop in the North West': shifting narratives, 'historical amnesia' and the place of industrial heritage in modern Manchester
  Erin Beeston (University of Manchester)

'Moving forward', rediscovering the 'Infant Hercules': The dynamics of urban heritage and redevelopment in Middlesbrough's Middlehaven regeneration scheme
  Tosh Warwick (Middlesbrough Council)

Industrial heritage in the medieval city: museums, York and urban heritage
  Oliver Betts (National Railway Museum)

5.3 Between Doing and Meaning in the Urban Past: Research in Historical Spatial Cultures *(JCR)*

Researching the historical spatial cultures of towns and cities: a survey of concepts, methods and case studies
  Sam Griffiths (UCL) & Alexander von Lünen (University of Huddersfield)

Plasticine cities: On young people and historical urban morphology in Melbourne c.1870-1914
  Simon Sleight (King's College London)

Weaving patterns in the suburban fabric: Carnival procession routes, mapping place and experiencing space on London's changing periphery, 1890-1914
  Dion Georgiou (Queen Mary University London)

12.30-13.15 Session 6: Plenary Session *(Umney Auditorium)*
Round table discussion

13.15-14.00 Lunch *(Garden Restaurant)*

14.00 Conference ends

ABSTRACTS OF PAPERS

Is there such a thing as a settler-colonial *urban* order? A question for a globalized urban history

Carl Nightingale (University at Buffalo, State University of New York)

Carl Nightingale is Professor of Urban History and World History in the Department of Transnational Studies at the University at Buffalo, State University of New York.

He is an expert on transnational urban history and the author of 'Segregation: A Global History of Divided Cities' which was the co-winner of the 2012 Jerry Bentley Prize in World History from the World History Association and the American Historical Association. The book traces the spread of practices of racial segregationist in cities from their most ancient roots through the rise of racial segregation as a global phenomenon in the years from 1700 to the present. It ties together primary research on cities in Asia, Europe, Africa, and the Americas with an extensive synthetic reading of the history of urban politics worldwide.

Carl has published numerous articles on the intersections of urban history, world history and critical race theory in the *American Historical Review*, the *Journal of Social History*, and the *Journal of Urban History* among other places. He is also the author of the weblog: *Global Segregation: Human-Made Obstacles to Human Movement across Oceans, Borders, and Urban Space.*

How neighbourhoods became important, 1900-2015

Richard Harris (McMaster University)

Historians and social scientists tend to be more aware of their differences than of their shared assumptions. Although they view cities differently, and ask different questions, both groups appear to believe that neighbourhoods are less significant now than they were a century ago, notably because of the decline of local community. It is true that media and digital communications enable us to travel further and more frequently; to learn about, and communicate with, people in distant places. People are more mobile and spend less time around the home; this is especially true of women, now in the labour force in unprecedented numbers. In addition, residential areas differ less in that all now have a standard package of basic services. But formal education matters more than in the past, so that middle-class parents prize good local schools. Homeownership levels are much higher; people move less often, pay more for children to access a good school, and have a large financial stake in their place of residence. Arguably, those households who lack such choices and live in disadvantaged neighbourhoods are, in relative terms, worse off than in the past. On balance, neighbourhoods matter more now than ever.

One indication of this trend is the manner in which neighbourhoods are represented in the media: a survey of coverage in one Canadian and one U.S. daily newspaper since 1900 indicates that two peaks in popular interest: the early twentieth century and the current period, the second being much higher than the first. This follows from the emergence of neighbourhood activism and neighbourhood planning. Current interest in neighbourhood effects and NIMBYism is the latest manifestation of a long-

run trend. This argument is broadly valid for many countries, although the details and chronology varies, notably with respect to the timing of the rise of owner-occupation.

Biography of a street and the making of urban public(s): The Meston Road in Kanpur, c.1900-1950

Saumya Gupta (University of Delhi)

The paper proposes to look at the history of a central avenue in Kanpur, an important commercial-industrial centre in early twentieth-century northern India, through an exploration of conflicts over municipal space as they played out in the matrix of designs for city improvement and the emergence of politically active publics from the turn of the nineteenth century. Named after Sir James Meston, this street formed a site of repeated and violent action in the city, either against the colonial government, or against another community. Each of these contestations constructed the public of the city differently, and pitted it against a different enemy. Thus even as the street was getting built, it was fashioning its inhabitants, each coming into being along with the other.

Taking note of the local, national and international debates about urban improvement, a biography of this street provides an account of the way in which the design and 'decongestion' of Meston Road in Kanpur exposed the routines, activities, individual and community investments embedded in some seemingly insignificant temples and mosques. Extremely local in origin, the contestations in and around Meston Road had a lasting impact upon urban civic experience, upon habitation, community identity and memory in the city; they also referenced wider conflicts at the national level. The result was also a road which could not follow the straight and narrow line set out for it cartographically, but had to be splayed to curve around little islands of local history. The paper argues for a layering of spatial and political history – the urban gets spatially transformed, not just thorough the initiatives of government introduced modernist projects, but also through its engagement with the political, and the site for action was itself it appears an active agent in shaping behaviour and decision making in this colonial city.

Seeing the street market: legislating for the informal economy in London

Victoria Kelley (University for the Creative Arts)

Mariana Valverde adapts James Scott's idea of 'seeing like a state', proposing that at the local level 'seeing like a city' involves more varied, contradictory techniques of urban governance. This paper further develops the idea of 'seeing' to analyse the street market, an urban form conceptualised very differently by competing city and national authorities and commentators. Focusing on London's street markets from 1850 to 1939, it examines how informal markets were variously viewed as: – a nuisance, blocking streets where traffic circulation was prioritised – an efficient mechanism for circulating cheap goods – or even not 'seen' at all by knowledge-gathering bodies that failed to recognise the informal economy. For instance, the Royal Commission on Market Rights and Tolls (1888-91) excluded street markets from its investigation because they did not meet its legal definition of a 'market'. Similarly street directories failed to record stalls in crowded market streets, listing only permanent shops.

This paper's author is a historian of design and material culture, approaching the street market from a discipline that stresses the visibility of material things (stalls, goods, the refuse left behind) as well as the relationships between people that these things articulate. Yet during the course of this research (a major historical study) it has become apparent that to understand the street markets' materiality it is also necessary to appreciate the immaterial frameworks of law and authority. This paper therefore tests out the value of interdisciplinary research in the history of the urban economy and street culture. Critical urban studies, legal history and economic analysis of informality, as well as material culture approaches, are all necessary to understand the complexity of the street market.

Do tenements generate social cohesion?

Florian Urban (Glasgow School of Art)

In the late twentieth and early twenty-first century the question whether the city is an agent rather than a stage for events is clearly answered in the affirmative – at least by architectural critics and neighbourhood activists. Their criticism against the functionalist tower-in-the-park developments of the 1950s and 1960s is that they did not foster social cohesion and participatory action. The contrary, in their opinion, is the case for dense tenemental environments: they are seen as promoting civic engagement and a democratic polity.

My paper will analyse the discourse connected to the dense multi-storey residences that were increasingly built in European cities since the 1970s. Based on examples of such 'new tenements' in Rotterdam, Copenhagen, and Berlin it will show how the alleged civic value of inner-city residences was the product of socio-political conditions in these cities rather than of formal or stylistic characteristics of these buildings. It will also show that these attributions were subject to rapid change. While in the 1970s and 1980s new tenements were often tied to the ideal of a collectivist life

enabled by a benevolent welfare state, they were later seen as the architecture of neo-liberalism, connected to the idea of a competitive, socially and economically successful individual.

Urbanisation and interpersonal violence in Europe and North America

Richard McMahon (Trinity College Dublin)

Across Europe and North America, rates of reported violence are almost invariably higher in urban than rural settings. The reasons behind this disparity between city and country and the apparent correlation between urbanisation and violence remain, however, contested. For some, it reflects the inherently violent nature of city life since the nineteenth century. In this view, the modern urban environment creates conflicts arising from economic deprivation, a lack of social cohesion and the impersonal nature of social relations. For others, the city, rather than being inherently violent, has historically been an agent of pacification and the current high rates reflect particular social problems within cities which have arisen, particularly since the 1960s, from drug commerce, migration and organised crime. In this view, violence is not a defining characteristic of modern urban life but rather a marginal activity which is largely restricted to 'decivilised islands' which are separate from and do not reflect the dominant culture.

The contention of this paper is that neither explanation is wholly satisfactory and that a more nuanced assessment of the relationship between urban spaces and violence is required. The paper argues that we need new and varied approaches that help to contextualise violence in urban and rural settings in a more sophisticated manner. Overly neat distinctions between urban and rural violence are often misleading and offer too abstract an approach to understanding interpersonal violence. Historians also need to locate patterns of modern urban violence within a transnational framework which recognises the fluidity of the boundary between the urban and rural in the modern era. The paper will directly address one of the conference's key themes by examining how cities might shape individual and group behaviours and by offering a broad geographical and chronological approach to the subject.

Cultural history of Puerto Rican community activism and the human right to the city in New York, 1970s and 1980s

Timo Schrader (University of Nottingham)

In 1967, Puerto Rican leaders in New York City co-organised a conference with the city authorities entitled 'Puerto Ricans Confront Problems of the Complex Urban Society: A Design for Change'. It was initially planned to be held in San Juan as other conferences beforehand but New York Puerto Ricans objected and got the mayor's office to agree to organise the conference in New York instead, expressing their strong commitment to solving issues plaguing New York Puerto Ricans at the time. One of the key resolutions adopted at this conference was community activist Manuel Díaz's comment that "institutions are the instruments through which a community speaks and sets goals". Following this conference, and answering Díaz's call to claim their "right to the city", various social and cultural organisations were founded to address urban developments that disproportionally affected Puerto Ricans such as deindustrialisation, housing abandonment, and gentrification.

My paper will examine the role of community organisations in shaping the goals and methodologies of activism. I argue that analysing the interplay of community activism, community organisations, and space in urban neighbourhoods provides crucial insight into Puerto Ricans' ideas about and practices of their right to the city. Famously, David Harvey expanded upon Henri Lefebvre's concept to argue that the right to the city is both a common/collective right and "one of the most precious yet most neglected of our human rights". Taking Harvey's ideas as a starting point, as well as a guiding thread, I argue that Puerto Rican community organisations in New York engaged in what I term 'sustainable activism', a form of activism that rigorously re-evaluates its methodology and process to adapt to: (1) the changing needs of the neighbourhoods; (2) the 'see-saw' of investment and disinvestment (see Neil Smith); (3) and the politics of municipal and city agencies.

Linking business records, cartographic sources and space syntax data to compare the spatial morphology of the furniture industry in two areas of nineteenth-century London

Laura Narvaez-Zertuche (Foster and Partners), Howard Davis, Laura Vaughan & Sam Griffiths (CUL)

This paper gives a precise account of the methodological issues involved in using space syntax methods for comparative research into the spatial morphologies of furniture manufacture in the Shoreditch and Tottenham Court Road areas of nineteenth-century London. The work involved linking business records from trade directories to individual building plots identified in historical Ordnance Survey maps and GOAD fire insurance plans, and then assigning space syntax variables to these plots derived from configurational analysis of London's street network. The partial and contingent nature of historical source material presents particular epistemological questions for the space syntax approach which is more accustomed to processing pre-prepared datasets in social-scientific mode.

Historical research with its focus on primary source material requires the deployment of a more open-ended and contingent research process that can readily adapt to the irregularities and imperfections of the source material and the consequent changes in research focus. The research identified significant differences in the spatial morphologies of the two areas that suggest the existence of distinctive spatial cultures of manufacture. This paper canvasses the mapping issues entailed in this work that have broad relevance to research in the digital humanities.

The built fabric of the East End: exploring the socio-spatial configuration of nineteenth-century religious sites and spaces

Laura Vaughan, Kerstin Sailer & Blerta Dino (UCL)

This paper uses a combination of Goad Fire Insurance Plans, newspapers and other primary sources to study a poorly documented, but critical aspect of nineteenth-century Jewish life in London's East End, namely the dozens of small synagogue that offered religious and social support for newly-arrived immigrants from Eastern Europe. The Goad plans, along with the Russell and Lewis map of Jewish East London provide information on the spatial characteristics of the streets, alleys, courtyards and buildings that contained Jewish life. Against this background, the paper will compare and contrast the building/street relationships between the different synagogue types, analysing their spatial connections to the public sphere in order to address the way in which the Jewish inhabitants of the district shaped their social-cultural relationships with their surroundings. Focusing on an area of Whitechapel that was subject to significant slum clearance in the preceding years, detailed spatial analysis of the way in which building interiors and public space exteriors interrelate sheds light on the way in which religious activity intersected with public life.

Diachronic comparisons: built form change and socio-economic life in Islington, London and the West Village, Manhattan 1870-2013

Garyfalia Palaiologou & Laura Vaughan (UCL)

The paper discusses the spatial and built form histories of two case studies: Islington in London (c.1871-2013) and the West Village in Manhattan (c.1891-2011) in order to examine urban change in the historical building cultures of terraced and row houses. For London, historical and contemporary Ordnance Survey Maps were used to draw the historical street network. Information for the built form, land uses and Islington's socio-economic past was also retrieved from the maps and notebooks of Charles Booth, as well as the London Post Office Commercial and Professional Directories. For Manhattan, the Bromley & Co. Fire Insurance Atlases were the basic source of historical data, both for the street network and the buildings. These surveys include a detailed account of building properties (size and height) and use. Quantitative data were extracted from these maps in order to record changing building uses. The study suggests that historical research into street morphology shows evidence of 'domino effects', developed over time, between the morphological properties of buildings and streets and the land use patterns in urban space. It is shown on the one hand how the structure of the street network impacts over time on land uses' type, density and diversity; and on the other how building morphology affects the adaptability of built form in shifting from domestic to non-domestic uses.

Postwar urban planning in China: A blank slate, a melting pot of ideas or an aberration before Communism?

Toby Lincoln (University of Leicester)

Chinese cities may have experienced more destruction than any of the other powers involved in the Second World War. Japanese surrender in 1945 brought only a brief period of peace before the civil war between the Communists and Nationalists, which had been bubbling away since 1927, boiled over. The relative peace of the Communist Revolution in 1949 ushered in a period of unprecedented urban development as the party sought to turn what it saw as consumerist cities into socialist production centres. The extent of the transformation of Chinese cities after 1949, together with the turmoil that came before, means that the first half of the twentieth century is often forgotten by those who seek historical explanations for China's urbanisation. This paper presents a few years of this history by looking at the revival of urban planning in the immediate postwar period. Using published sources and previously unseen government archives, it argues that the Chinese looked far and wide for experiences and models to help them rebuild their shattered cities. In the chaotic and fluid environment after the Japanese surrender anything seemed possible. Chinese planners and government officials discussed such notions as the garden city, Le Corbusier's modernism and examples of urban planning from the Soviet Union.

The discussions illustrate how Communist urban planning after 1949 was not only the result of the influx of Soviet advisors, but was influenced by Chinese understanding of global trends. Beyond this, they show how we cannot understand the global history of urban planning without considering the experience of China throughout the twentieth century. Finally, they illustrate how a truly global event, such as the Second World War, provides a departure point to consider issues of comparative history from a non-Western standpoint.

A matter of scale: the construction of urban governance in small- and medium-size Canadian cities, 1855-1939

Harold Bérubé (Université de Sherbrooke)

This paper aims to re-evaluate the place of the city in Canadian history at two levels. First, this paper explores how municipal governance evolved from the creation of the Canadian municipal regime in 1855 up to the Great Depression. Canadian urban history has had relatively little to say regarding local political history since the 1970s, and much of this research presented local governments as economic development tools controlled by capitalist elites. By approaching the question through governance and citizenship in smaller cities, this paper demonstrates that, while their success varied, there were attempts made by different local actors to democratise and expand a municipal regime that was initially conceived with the idea of creating "cities without citizens" (Isin, 1992).

Second, by setting aside the metropolises that dominate Canadian urban history, this paper explores the impact of scale in the construction and evolution of urban governance. Smaller cities are confronted by challenges similar to their larger counterparts (industrialisation and zoning, for instance), but the shape of these challenges and the tools available to handle them vary greatly depending on the size of the community. By the same token, the political actors that are involved in urban governance and the political culture they forge also differ from those that are observed in larger cities. For instance, they come from more homogeneous communities and are involved in more localised social networks, two factors that are particularly relevant in the bilingual context of the province of Quebec. Finally, this paper explores these questions by comparing three medium-sized Quebec cities, a preliminary to a larger research project that will hopefully contribute to a greater interest, in Canada and beyond, in the history of local governance, as well as in the comparative history of smaller urban communities.

Using function-based spatiality to understand the place of cities in Japan's history

David Rands (Austin Peay State University)

Although Japan has often been characterised as a monolith, a closer inspection reveals immense regional diversity. Not only are there distinctions between urban and rural, but areas have unique, and often competing, roles in the kaleidoscope of what has become the idea of Japan. The theory of Function-Based Spatiality asserts that like a form of 'spatial Confucianism', regions fulfil roles within local, regional, national, and international spheres. Just as orderly society in Confucianism can be viewed through the paradigm of proper acts within each relationship, the spatial narrative of Japan is simply the result of amalgamating and contextualising local, regional, national and international spatial relationships.

This paper specifically focuses on the historical development of Osaka, Kyoto and Tokyo, and the functions they held in the development of Japan as seen from both within and without. Osaka has a multi-layered past including being home to a capital, religious centres and Hideyoshi's stronghold all covered in the Edo-era lacquer of commerce. As the narrative of Nihon developed, Osaka added layer upon layer to act properly within the different roles in which it functioned.

Like Osaka, Kyoto has its past as the imperial capital. The development of a more powerful military based in Kamakura diminished the administrative role of the city, but the function as a cultural core remained intact. In addition to its myriad temple complexes, imperial buildings, and noble households, Japan's military leaders built monuments designed to convey their power and authority. These new layers reinforced Kyoto's place as the traditional, if not administrative, centre.

Tokyo is the newest of the great cities, but also has a multi-faceted past that shapes its narrative. From its outset, Edo was designed as a defensive stronghold. A radial design emanating from the mighty castle at its core highlights the city. The peace and development of the Edo period helped incubate a vibrant new urban culture that characterised much of early-modern Japan.

Just as each city is a composite of multiple roles and functions, Japan is a compilation of the roles and functions of its cities and regions. From the commercial effervescence of Osaka to Kyoto's amassment of cultural capital and the modern megalopolis of Tokyo the roles of Japanese cities are distinct. Function-based spatiality provides a new framework through which we can see the roles cities play in the development of Japan.

Urban space and the everyday life of the poor: Wolverhampton 1848-80

Simon Briercliffe (University of Birmingham)

The history of poor urban neighbourhoods in the nineteenth century is invariably studied from the top down. Official viewpoints and press reportage are abundant whereas the experience of residents who left no records themselves is hard to locate, and an urban history from below therefore hard to achieve. Following other scholars' efforts to use archaeology or material culture to recreate life in urban poverty, this paper suggests the use of space as a means to analyse everyday life.

This research focuses on the small but infamous Stafford Street neighbourhood of Wolverhampton, often referred to as Carribee Island. This densely-populated district was the focus of a major urban improvement scheme in the 1870s, based on its reputation as a haunt of criminals, drunkards, prostitutes and, particularly, the Irish immigrants who populated its dilapidated housing stock. In the middle years of the nineteenth century, Carribee Island was the site of competing conceptions and actions: an economic space of unskilled labour; a cultural space of Irish and English working-class community; a disciplinary space of perceived criminality; and a space of analysis for the public health movement.

This paper applies Henri Lefebvre's 'spatial triad', outlined in his 1974 Production of Space, to this 'slum', employing his threefold method of analysing space. His framework acknowledges the part played by outsiders such as the police or medical officers in the conception of a space, but also raises questions of everyday 'spatial practice' within the area and the 'space as directly lived', with all its meanings, for those resident within it. I argue that this framework can add another dimension to attempts to reconstruct experiences of everyday life for those at the bottom of the Victorian ladder.

Geographies of commuting: Migrants' housings and jobs in Edinburgh before the First World War

Marc Di Tommasi (University of Edinburgh)

The image of migrants clustering into specific areas of town remains a powerful and significant symbol of the challenges of integration. Consequently the nature, origins and conditions of these 'ghettos' has been the subject of much historical investigation. Among many important contributions this literature still has gaps like an "Over-concentration upon hostility toward newcomers" and "lack of attention to the process and mechanisms of immigration" (Panayi 1999). This paper will study migrants' clustering and its underlying causes in Edinburgh before the First World War. The time period and area of study have been chosen because of their significance methodologically and in term of its conclusions.

First of all, migration to the UK before the First World War is one of the most important phenomena of our age and is also quite under researched, with most attention devoted to later periods or to specific parts of the country, like London. The early

migrants' communities went through the full spectrum of migration experiences making them a significant subject which can shed light on a plethora of phenomena. Using census data from 1911 the entire migrant population of Edinburgh has been reconstructed and all their familiar and working relationships rebuilt. Then, with the help of a Geographic Information System (GIS) their settlements has been entirely recreated.

Using a comparative, quantitative and spatial approach the various migrant communities have been analysed, with particular attention to the importance of their working practices in influencing their housing choices. The resulting data show the importance of often neglected economic factors in shaping the 'ghettos' and has deep implications for further studies on this subject.

Difficult histories, dark heritage: Urban development and the historic lunatic asylum

Katherine Fennell (University of Sheffield)

This paper will outline the role of mental health institutions – historic lunatic asylums – in the creation and growth of communities of staff and patients in the nineteenth century. Two case studies, from West Yorkshire and Lincolnshire, will be employed to consider the impact of hospitals on the development of cities and towns, and historic communities, and to reassess the role which these buildings of dark or difficult heritage had on the urban environment. The material legacy of this mass mental hospital closure in the twentieth century was a large number of empty former hospital buildings which no longer served any active purpose. The redevelopment of these buildings, many of which enjoy listed building status, has been slow and varied, frequently resulting in residential complexes centred on grand, anonymised administration blocks. The historic communities which had built up around these places are rarely served by the change of purpose, and this is frequently reflected in the setting up of small museums and friends groups. This paper will assess the impact of hospital closure on the streetscapes immediately adjacent to the buildings, as well as the communities themselves.

Philanthropy, identity and the state in Dublin and Edinburgh c.1815-c.1845

Joseph Curran (University of Edinburgh)

In 1842 the Irish Lord Lieutenant Earl De Grey commissioned an investigation into why several Dublin charities received annual Parliamentary grants when such aid did not exist elsewhere in the Empire. The issue highlighted the significantly higher level of central state intervention in welfare provision in nineteenth-century Ireland compared with the rest of the United Kingdom, and the prominence of the Dublin Castle administrative complex in Dublin society. The 1990s revival of interest in 'civil society' often presented it as a sphere antagonistic to the state. Graeme Morton and others have done much to put the state back into analyses of civil society but nineteenth-century Dublin, a 'stateless capital' with many government departments, has received little

attention. The provision of Parliamentary grants to voluntary charity makes philanthropy a particularly suitable medium through which to examine that city's state-civil society relations. This paper will consider whether these grants inhibited the growth of civil society in early-nineteenth-century Dublin. Did it 'check private benevolence' as De Grey worried?[3] Did it encourage charities to direct their fundraising efforts towards Dublin Castle rather than the wider public, damaging Dublin's associational culture? The paper will also explore how Dublin's unusual state-charity dynamics affected the ways in which inhabitants viewed their city and its relationship with the United Kingdom. It will compare state-charity relations in Dublin with those in Edinburgh. Although also a stateless capital, central state intervention in Edinburgh has usually been seen as more subtle, often working through local institutions. As well as shedding light on two significant cities the comparison will raise questions about the different ways in which relations between the state and nineteenth century urban societies should be conceptualised.

Planning Sapporo: A transnational approach to Japanese urban history

Michael Thornton (Harvard University)

The place of the city in Japanese history – or at least in Japanese historiography – has often been geographically circumscribed: exhaustive local histories of virtually every municipality in the country chronicle the details of urban life, but rarely do they connect the stories of those cities and towns to broader historical processes, let alone theoretical reflections on 'the urban' in Japan. In my paper, I introduce the contours of local urban history writing in Japan, and then suggest some ways to place the history of regional Japanese cities into a broader, transnational perspective. I will focus on the city of Sapporo, which was founded in 1869 as part of a Japanese state-led project to colonise the northern island of Hokkaido. In particular, I will discuss proposals and plans for Sapporo across the nineteenth century as Japan expanded its interaction with the outside world. How did ideas about cities change as Japan's leaders learnt about models and practices overseas? How did Western advisors influence the planning and construction of Sapporo? How did the broader goals of the Japanese state influence plans for Sapporo, and how did the city's growth affect the overall colonial project in Hokkaido? By addressing these questions, I hope to show that Sapporo's history is inextricably connected to broader historical changes in the nineteenth century. That is, a study of Sapporo's form and function illustrates the spatial dimensions of Japan's nineteenth-century transformation, and suggests that even cities far removed from political capitals and trading ports can serve as sites through which to analyse the emergence of an increasingly industrial, imperialist and international world in the nineteenth century.

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[3] 1842 (337) Charitable Institutions (Dublin) Copy of Letter from the Under Secretary to the Lord Lieutenant to the Commissioners appointed to Report on Certain Charitable Institutions in Dublin. (n.p., 1842), p.3.

Does size matter? Re-examining the nature of small town urbanity in nineteenth-century Wales

Elizabeth Jones (University of Leicester)

Welsh urban history is, without doubt, under developed. Although calls for a much needed re-evaluation of Welsh urban history have started to be answered, any urban historian interested in the study of small Welsh towns is forced to recall the infamous Encyclopaedia Britannica entry, For Wales see England. However, the existing narrative on small towns fails to identify and further investigate Welsh patterns of small town urbanity. Although historians such as Clark and Corfield may claim to address both England and Wales, their research is dominated by the study of English examples. Reference to Wales is rare and when it does occur, brief. In many cases small Welsh towns are simply dismissed for being too small and insignificant. However this approach means that the unique nature of small Welsh towns is being ignored as judged by criteria of size used for English towns they fail to qualify for urban status. By looking at census returns, parish records and trade directories, this paper will demonstrate why historians need to take a more flexible and adaptable approach when looking at towns in nineteenth-century Wales, especially at the lower end of the urban scale. It will show that the use of population statistics is an insufficient method for identifying Welsh towns. In the case of Wales, features such as function, role and interaction with the surrounding hinterland are significant indications of urban settlement in a country with a small population and low population density. By focusing on these attributes, a very different picture emerges of Wales' urban landscape; a picture that deserves exploration if historians are to fully understand nineteenth-century urban Britain.

The British 'urban crisis': (re-) evaluating the city in 1970s and 1980s Britain

Aaron Andrews (University of Leicester)

Narratives of decline and crisis have been pervasive in many commentaries of postwar Britain, reaching a peak in discussions surrounding the 'benighted decade' of the 1970s. The crises of this decade were often located within the city; narratives surrounding the 'winter of discontent' of 1978-79, for example, were exemplified through stories of the breakdown of everyday public services across urban Britain. These moments of turmoil, however, were distinct from a longer-term process of urban decline, and the policy crisis which surrounded it. This paper will argue that many British cities were, by the 1970s, viewed by policymakers as the site of significant social and economic problems. This siting gave rise, by 1977, to the 'inner city' as the spatial locus of social issues and opened up urban policy to private sector-led solutions. Successive policy failures, along with a wave of riots in 1981 and 1985, reinforced the crisis narrative and provided an additional impetus to a further policy shift under the rubric of 'Thatcherism'.

Whereas this 'city as site' conception of the urban crisis was perhaps most prevalent, the urban crisis also exemplified a conception of the city as an 'active agent'. With the collapse of 1960s-style modernist infrastructure projects, the empty spaces of

the city became at once a symptom of broader social malaise and a barrier to the city's regeneration. Through the conception of 'urban crisis' in the 1970s and 1980s, the city can be seen as both a site in which events took place and secular processes interacted, and an active agent in which the built environment shaped conceptions and policy. These conceptions were not mutually exclusive, but mutually reinforcing. In focusing on the urban crisis, it is therefore possible not only to explore a distinct urban condition, but re-evaluate political and historical conceptions of 'the city'.

The fabric of the city: re-evaluating the role of the fashion industry in London's postwar reconstruction, 1945-51

Bethan Bide (Royal Holloway, University of London/ Museum of London)

In the early hours of 18 September 1940, incendiary bombs struck John Lewis's flagship Oxford Street department store, leaving it little more than a burnt-out shell.[4] The compensation claims submitted for stock and machinery damage incurred by a bombing raid on the wholesale textile district of the City on 29 December 1940 amounted to £18,000,000.[5] By 1945, the consequences of total war were evident across all aspects of London's fashion system, from the devastated businesses to the disruption of individual pleasurable consumption. As the dust settled on London after the Second World War, it became clear that fashion retailers and manufacturers needed to do more than simply plan for the physical reconstruction of consumption and production infrastructure; they were challenged to re-imagine the city's relationship with its fashion industry in a modern era. In spite of this, fashion seldom features in the story of London's postwar reconstruction, which is instead dominated by the large-scale (largely unfulfilled) plans of planner Patrick Abercrombie.[6] This omission overlooks fashion's important role in shaping the physical rebuilding of the city, and also fashion's agency as a means by which Londoners negotiated their changed surroundings through the visual culture of dress.

In response, this paper draws on material culture and geographical theories about place creation[7] to tell an alternative city history, using clothing to give voice to overlooked urban experiences. It argues that fashion was a central battleground for the cultural struggle between modernity and tradition; that the decline of the garment manufacturing industry shaped the meaning of gender in the postwar city; that the experiments conducted by retail pioneers would influence the city's image for the rest of the twentieth century; and that clothes were a democratising force, enabling Londoner's from all walks of life to participate in the aesthetic creation of the postwar city.

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[4] ARP Message Form, 18 September 1940. Westminster City Archives.
[5] *Draper's Record,* 5 January 1946. p50.
[6] Self, P. (2002) 'The Evolution of the Greater London Plan, 1944–1970.' *Progress in Planning* vol. 57, no. 3-4: pp145-75.
[7] Massey, D. (2005) *For Space*. London: Sage.

Representing the city: maps, spaces of production, and urban governance in Edinburgh, 1880-1920

Anna Feintuck (University of Edinburgh)

This paper is about the production of city maps and associated printed materials and, concurrently, of ideas about urban space and systems of knowledge. It argues that production processes are crucial to understanding the finished product – depictions of the city – and that the buildings and spaces in which these materials were made are, in their own right, historically significant – and undervalued. In so doing, it connects with the conference's themes of the city as a 'site' for action, arguing that the city's visual representations themselves signify changing attitudes to space and place. This also corresponds to the role of the city more widely.

The paper primarily uses insurance documents, plans, and photographs to inform its central argument: that attitudes towards space were changing. We see an increasing tendency towards organisation and systematisation, which goes, perhaps, hand-in-hand with developing notions of risk and accident. This, I suggest, operates in tandem with developments in the maps themselves, which represent city space in an increasingly rational – or, at least, orderly – manner, which both reflects and is dictated by their conditions of production. As well as this, it takes into account contemporary concerns of urban administration: the relationship between central and local government and the need to 'know' the city in a systematic fashion.

The urban accelerated: from colonial to global metropolitanism in Marseille

Marlène de Saussure (Center for Metropolitan Studies / TU Berlin)

The current 'Métropole Aix-Marseille-Provence' plan represents an innovative concept of metropolitanism in Marseille that contrasts with its narrative as imperial metropolis during the colonial age. In my dissertation project, I seek to examine why metropolitanism is constitutive of the local urban discourse throughout history, despite deep definitional and functional shifts of this very concept. I am studying why metropolitan processes seem to formulate a 'promise' for an improved city life for the future full of progress and urban prosperity. My main analytical thread consists of the temporal notion of 'acceleration', which I consider being a historically constant feature and a crucial factor of metropolitanism. In this context, I examine and compare two crucial cultural events, which serve as a bearer of this metropolitan discourse: the first French colonial exhibition in 1906 in Marseille and the 'Marseille-Provence 2013' – the year Marseille was awarded the status of European Capital of Culture. For this purpose, I am conducting an in-depth interpretation of archival material, official documents and expert interviews drawing from discursive analytical methods and using a critical urban studies approach. I believe that a diachronic analysis of this phenomenon allows us to link the history of the city to urban theory.

In my PhD project, I seek to contribute to defining the concept of metropolitanism for historical and empirical research and show how it can help understand the urban today.

Place matters: British working class youth cultures and the globalisation of London, 1958-74

Felix Fuhg (Center for Metropolitan Studies / TU Berlin)

In the British postwar narrative, Harold Macmillan's "we have never had it so good" speech (1957) stands symbolically for the change from the 1950s austerity to the upcoming of the affluent society in the 1960s. It was the generation of affluence, the baby-boomers who are interpreted by British historians as the main actors for social and cultural change in the postwar decades. Thereby, the transformation of British society was also driven by new linkages to the world. The decline of the Empire and postwar migration, the economic change and new patterns of spatial division of labour in the 1960s, effected by the international division of labour as well as cultural influences from abroad, have undermined old visions of 'Britishness'. Based on approaches of cultural, economic and social history, the project contributes to an integration of different understandings of the role of the city in historical processes.

The PhD project analyses the wide-ranging impact of globalisation on London's urban society in the 'long sixties'. Focusing on the figure of working class teenagers in two areas of London (Elephant and Castle and Stamford Hill). The project investigates the experiential developments of young people regarding the processes of globalisation in everyday life and asks how these changes have produced and influenced urban space. In the first year PhD presentation, the project wants to discuss main conceptual questions. Focusing on places and events in which the 'world in the city' narrative became visible and intelligible for teenagers, the presentation firstly deals with reconstructing the impact of the global character of the metropolis on ordinary people and, secondly, with writing the global history of the city. The contribution concentrates on the question of how to reconstruct and understand the globalisation of the everyday life of teenagers in the metropolis.

Port towns, community and place identity: the experience of civilian bombardment in the North East coast region during the First World War

Mike Reeve (University of Hull)

This paper will examine the rationale of my ongoing PhD research into port towns under bombardment on the North East coast of England during the First World War, and begin to assess some central themes and possible outcomes of the study. This project examines the role of place identity and a prevalent narrative of community defence within a selection of port towns on the North East coast – Hull, Scarborough, Whitby, Hartlepool and Tyneside – and will attempt to suggest commonalities in the experience of local

people under bombardment from air and sea. These localities have been selected due to their shared geographical placing and shared experience, to varying degrees, of bombardment by Zeppelin air ships and from offshore war vessels during 1914-18.

This paper will make a case for a port town 'collective identity' capable of transcending geographical place, both nationally and internationally. This analysis will be tempered by a focus on the often conflicting and cross-cutting local and regional identities prevalent across Yorkshire and the North East, within which the ports in question are situated. The central aim of this PhD project is to assess the degree to which maritime communities had experiences of and reactions to bombardment and 'atrocities' which were unique, in contrast to inland towns and cities. My focus on the North of England also attempts to eschew traditional studies focused on London or 'the nation', in favour of smaller-scale, comparative regional histories capable of enriching the national narrative.

The city fringe in a long historical perspective: The case of Turin, Italy, seventeenth – twenty-first centuries

Marco Battistoni (Centro Interuniversitario di Storia Territoriale, 'Goffredo Casalis', Vercelli, Italy)

The city fringe still seems to be a relatively marginal theme in urban history. Meanwhile, concepts such as the rural-urban fringe, periurbanisation, urban sprawl, urban spillover, the intermediate city, exurbs, and the regional city have been developed and widely applied in other disciplines – urban planning, geography, sociology, economics and environmental sciences – mostly in relation to the study of contemporary processes of change.

This paper will examine modern concepts of the city fringe and the related theoretical framework with a twofold aim. Firstly, it will discuss their usefulness for a more comprehensive and adequate notion of urban and urban-related space in a broader historical context – in particular, for the study of cities and neighbouring places in early modern times. Secondly, it will try to show how recent and late modern changes in the city fringe, although dramatically altering previous landscapes and networks of spatial relationships, are often deeply influenced by pre-existent, pre-urban, spatial patterns. It will be argued that a local history perspective, focused on the longue durée and on a global approach considering a wide range of evidence (textual, iconographic and observational) can make a decisive contribution to a better understanding of the complex interplay between change and continuity in the growth of modern periurban and exurban landscapes.

The preceding points will be illustrated by a case study focused on the history of some key areas surrounding the city of Turin – a post-industrial metropolis in North West Italy and formerly capital of the Kingdom of Sardinia – from the early modern period to the present. In particular, the existence of vast ecclesiastical and feudal estates in these areas until the nineteenth century will be shown to be a paramount aspect of their spatial structure as well as a major factor affecting their later transformation.

Breaking the frame of the map: Edinburgh and its 'environs', 1770-1810

Phil Dodds (University of Edinburgh)

"Supposing the south-most extremity of the town to be at Mess. Biggars manufactory, the most westerly to be the north-west corner of Queen's Street, and the most easterly to be the Palace of Holyroodhouse, St Giles' Church will be found the centre; from whence a circle of 4000 feet radius would encompass the whole. But though this at present may be considered as the boundary of Edinburgh, it by no means includes all that properly belongs to the town, and the ground which will probably in a short time be built upon."

(Alexander Kincaid, *The History of Edinburgh … Embellished with a Plan of the Town and Suburbs, as also, a Map of the Environs, 1787*)

This paper celebrates cities' indefinability. Cities do not have neat, geometrical borders. They continuously expand and contract, incorporating both the far and the near. Edinburgh 1770-1810 was a departure point for voyages of exotic exploration, and a staging post for leisurely trips to Scotland's highlands and islands. It was also a dynamic knowledge capital, an Enlightenment "centre of calculation" in Bruno Latour's terms. But where exactly was the 'centre'? Where was 'the field'? Where did 'core' end and 'periphery' begin? What came in between?

This paper takes two 'sites' as its starting point(s): a pair of bookshops proximate to St Giles Cathedral in Edinburgh. These sites facilitated the exchange of geographical information about familiar city streets, about nearby parishes and counties, about distant corners of the nation, and about newly-discovered territories across the globe. By examining some of these maps and texts – where they came from, where they went, where they represented – we can begin to re-evaluate the city as a scale or site of analysis in history.

'The octopus' and the pageant: resisting the suburbanisation of civic identity in Britain

Tom Hulme (Institute of Historical Research)

Historical pageantry first emerged on the British social scene in 1905, when the theatre impresario Louis Napoleon Parker staged a spectacular historical re-enactment of two-thousand years of history in the small town of Sherborne, Dorset. His vision comprised of a large voluntary amateur cast performing a chronological selection of scenes from their ancient and medieval and early modern pasts. In a movement that spread across the country and further afield, the popularity of pageantry has peaked and troughed over the last hundred years. As a cautious estimate, at least tens of thousands have become 'pageanteers', and millions more have seen at least one performance.

Pageantry was remarkably resilient, until at least the late 1950s, because it evolved to suit a range of changing social needs. This paper uses historical pageants to consider cultural responses to one such issue: the suburbanisation and agglomeration of Britain in

the interwar and postwar years. Civic leaders, through the medium of historical pageant narratives, fostered knowledge of urban history among local people in order to resist the swallowing up of civic individuality by larger cities – particularly London. Historical pageants thus transformed cities, and urban leisure, into a site of action, bringing performers and spectators into an exercise of both civic betterment and place marketing.

By investigating the staging of historical pageants in and around London in particular, this paper contributes to several historiographical themes. Firstly, the increasingly scrutinised notion of civic decline from the interwar period. Secondly, the nature of the relationship between ideas of active citizenship, the state, and civic promotion. And finally, the connection between the past and representation of the past in the creation and moulding of urban identities.

Deceptions of juveniles in the postwar city

Jenny Stewart (University of Leicester)

This paper discusses how the postwar juvenile delinquent was depicted in British fiction films, 1946-58. I discuss how films such as Cosh Boy (1952) and Violent Playground (1958) played on moral panics on the delinquent as an unruly and disturbing element of city life after the Second World War. I discuss the extent to which location shooting in London (Cosh Boy) and Liverpool (Violent Playground) contributed to popular perceptions of the urban juvenile delinquent.

Seeing the city: sights selected to promote Leicester

Sally Hartshorne (University of Leicester)

In1933 Leicester City Council established a Publicity and Development Committee whose duties and powers included publishing 'information concerning the City, its industries and amenities and to furnish such particulars to enquirers as may be necessary'. Using the historic buildings recognised by the Publicity and Development Committee as a starting point, this paper will examine guides and publicity materials from the 1930s to the 1970s to consider which aspects of the city's heritage were promoted to visitors and celebrated by residents, and how that changed over time.

Photographers and the 'inner city' in 1980s Dublin

Erika Hanna (University of Bristol)

During the 1980s, a new generation of documentary photographers such as Derek Speirs, Tony O'Shea, and Fergus Bourke turned their attention to the landscape and people of central Dublin. They photographed homelessness, drug use, and burned-out cars, against a black-and-white landscape of derelict sites, surface car parks and barbed wire. Their photographs achieved wide circulation in the political magazines, and have come to epitomise the 1980s as a period of failure in Irish life. This paper examines how photographers negotiated their role as expert, voyeur, and campaigner in their documentation of Irish urban problems, and explores how the images they produced

have subsequently created an image of the inner city as a place where the failings of independence and modernisation crystallised.

Colonial expertise and the mobility of urban ideas: rethinking the 'inner city'

Ruth Craggs (King's College London) & Camilla Schofield (UEA)

In the postwar period the inner city was transformed by a combination of migration, slum clearance and urban redevelopment. So-called 'slums' and 'twilight' districts had long been associated with the urban poor, and now they became commonly categorised as racialised districts of Irish and New Commonwealth settlement. Sociologists, demographers and other experts intensively surveyed inner-urban areas exposing both the limits of affluence and the impacts of immigration. Ideas about urban reconstruction, community building, and 'race relations' were debated and formed in relation to these spaces, but also travelled from other places, including the colonies, where many urban experts of various kinds had previously worked. This paper will focus on a significant cohort of urban planners and community development workers whose ideas and careers moved, in the years of substantial British decolonisation, between the English 'inner city' and colonial spaces. Examining the British postwar inner city through a framework that highlights the mobility of both people and ideas underlines the important but hitherto underexplored connections between British reconstruction and colonial / postcolonial development.

London's suburban Jews: integration and difference in the postwar metropolis

David Feldman (Birkbeck, University of London) & Becky Taylor (UEA)

By 1950 suburbs had been the characteristic form of urban growth in Britain for at least a century, fed by migration from inner city districts. This process continued over the next three decades as suburbs continued to grow and their populations became increasingly ethnically diverse as Jewish, Irish and later South Asian populations moved from inner cities; and more socially diverse as they ceased to be the preserve of the wealthier middle classes. Suburbs have been characterised as sites where congeries of families, focused on privatised consumption, leave civil society and community identifications notably undernourished. In recent years scholars have examined the gendered implications of suburbanisation, as well as beginning to challenge the image of British suburbs as epitomising placelessness. This paper will further extend analyses of suburbs by examining the experiences of minorities – ethnic and religious – alongside those of established residents in the postwar decades, a subject which to date has only been tentatively explored within the British context. As well as locating its work within the broader Anglo-American literature on twentieth-century suburbia, it will explore networks of sociability, patterns of residence and consumption, expressions of social aspiration and anxiety, and the changing composition of local civil society. In doing so it

will scrutinise the capacity of voluntary associations such as golf, tennis and rotary clubs, as well as political parties, charitable endeavours and the local press to encompass new minority populations. In these ways this paper will reflect upon the intersections between urban mobility, class, social cohesion and ethnicity in postwar Britain.

New Towns, overspill and mobilities

Hannah Neate (Manchester MET University) & Ben Rogaly (University of Sussex)

The construction of New and Expanding Towns (NETs) dramatically transformed the landscapes and lives of millions of people across Britain: the Greater London Plan relocated over one million Londoners while Glasgow's overspill schemes affected over 200,000 people. The pace of change for receiving towns was often dramatic, fundamentally altering their demographic composition and built environment: in one such town, Thetford in Norfolk, the population quadrupled between 1958 and 1980. NETs received populations from inner city areas, as well as international migrants, throwing up issues around community formation and cohesion; while ex-colonial administrators were central to the construction of some NETs, such as Skelmersdale and Central Lancashire, demonstrating the interplay of national and imperial networks of expertise in planning and managing urban communities.

This paper proposes a way of understanding postwar mobilities that sets the experiences of overspill populations alongside the reception and experiences of those more commonly thought of as (im)migrants. By questioning assumptions around notions of mobility and fixity it becomes possible to reveal the complex relationships between the lived experiences of new and existing residents' of NETs and the construction, and management of these urban spaces. With a focus on popular and local authority reactions to these urban incomers, and on surveys conducted by a range of 'experts' we suggest that although the majority of incomers were 'white working class', they were responded to as 'foreigners', sometimes even being lumped together with international immigrants. It has become common to privilege ethno-national identifications in demarcating and understanding difference. Yet, paying attention to 'overspill' suggests a potentially important way into revealing the multi-faceted and complex nature of strangerdom and belonging as well as mobility and fixity in late twentieth-century Britain.

The free imperial city as a place of artisanal knowledge: the case of practical medicine in early modern Strasbourg

Tillmann Taape (University of Cambridge)

Like most free imperial cities in the early modern German lands, Strasbourg was socially and politically dominated by its craft guilds. These urban institutions are rarely considered in the history of science, but this paper argues that much is to be gained from investigating the artisanal culture of knowledge production and transmission thriving within them, and how this knowledge in turn shapes the city. My case study is the issue of practical skills in medicine, discussed in a number of locally-published medical works from around 1500, written by the surgeon-apothecary Hieronymus Brunschwig. Reading them alongside documents from the guild archives, I show that Brunschwig – himself a craftsman rather than a scholar – situates medical practice firmly within the local network of craft skills, and advocates a distinctly artisanal mode of acquiring knowledge by repeated hands-on practice. Finally, I discuss ways in which medical practitioners' expertise was seen as integral to the city, by policing and maintaining the health of its commune.

Naples and the Accademia di Palazzo del duca di Medinaceli, 1698-1701

Nick Mithen (European University Institute)

This paper offers a biography and anatomy of a short-lived scientific and erudite academy in late seventeenth-century Naples: the Accademia di Palazzo del duca di Medinaceli. An assessment of the establishment of the academy, the personnel who gathered to deliver and receive lectures within its halls, and the circumstances surrounding its closure will use the institution as a pivot from which to trace the city's contested political environment. A survey of the diverse themes presented at the academy, and an in-depth study of several lectures, will demonstrate how the city's underlying intellectual tensions and intellectual controversies found manifestation within the academy's erudite culture.

Framing the 'Accademia di Medinaceli' within an urban context facilitates nuanced insight into the unstable convergence of social, political, religious and intellectual forces which animated Naples at the dawn of the eighteenth century. The dynamics of this urban milieu in turn shed light upon the contingent and structural factors which stimulated, restricted and directed the production and consumption of knowledge in a specific locale at a specific historical moment. In so far as this urban setting helps to reveal an intellectual culture which resists reductive categorisation and stratification, this paper also gestures towards a methodological question, about how a specifically 'urban' perspective on the history of science/knowledge might be cultivated, and what this might mean for both sub-disciplines, and their convergence.

Darwin in Budapest: science, the city and the urban public

Katalin Straner (Central European University)

This paper considers the city as a location and context for the circulation and dissemination of scientific thought, focusing on the urban networks of knowledge production and the public and popular reception of scientific and technological ideas in cities and urban space, in particular in the press. Through the case study of the Hungarian reception of Darwinism in Budapest and the local press I explore how scientific controversy affected the academic community of the city and the urban public. The paper also touches upon the ideas and strategies that formed and informed the early readership of Darwinism in Hungary; the transformation of the Budapest scientific community and its institutional structure; the ways in which scientific ideas infiltrated the public sphere and 'popular' culture; and the outreach strategies of the members of the scientific community. I argue that in the process of 'relocating' knowledge about evolution to Hungary, the city is not only a new location and context, but also an agent and catalyst of knowledge production.

Researching, curating and representing sensory urban experiences: developing cross-disciplinary methodologies

Astrid Swenson & Monica Degen (Brunel University)

This paper will share preliminary findings from an AHRC research network series, 'Sensory Cities'. The network brings together academics, urban professionals and city museum curators from Britain and Europe to provide a platform for dialogue across disciplines, professions and national borders on how to research, curate and represent sensory urban experiences. The sensory-experiential realm has come to the fore in recent years in a range of academic disciplines across the humanities as well as in professions such as museum curation, urban branding and architecture (Classen 1993; Classen et al 1994; Howes 1991; Klingman 2007, Paalasma 2005; Pink 2009). In this paper we discuss what different academic disciplines can learn from each other, and from urban professionals such as planners, architects, artists, branding experts or visualisers in relation to researching urban sensory experience. Some questions we would like to address are: how far can methods developed for understanding the present be applied to historic sources? And how, in turn, a greater understanding of the historicity of sensory experiences might lead to a less static approach in the present. Drawing on our initial findings from our case study cities: London, Barcelona and Cologne, we will argue the need to transcend discipline based methodological frameworks to research urban experiences.

London Metropolitan University: Technology and urban research: connecting sensory interactions in and with urban environments

Maneula Barz (London Metropolitan University)

Drawing on the discussions emerging from the AHRC Sensory Cities network workshops in London and Cologne, this paper will focus on historical-temporal dimensions of urban experiences. It will particularly pay attention to human interactions with urban space and technologies to record, consume, augment and share reality shaping our sensory spatial experiences. The practices of recording and sharing are not new and must be understood within wider social, political, economic but also increasingly technological networks. Technologies and digital tools are often neglected within academic analysis and their role within the research context needs to be scrutinised. Individual artefacts (digital or not) contain design intentions and their affordances provide for specific interactions with space and time to record and translate individual or shared urban experience into visuals, sound and text for subsequent consumption. On the other hand, digital artefacts such as mobile apps are used to augment and enhance sensory spatial experiences through sound, text and visuals changing our perceptions and experiences of urban space. This paper will draw on the experimental methods and data gathered during the Sensory Cities network to understand the role of technology in shaping sensory experiences through synchronised recording and sharing activities as well as augmented reality.

"Unlikely sites of urban history". 'Here is where we meet' – sighting postwar urban history

Nirmal Puwar (Goldsmith College)

This paper will consider how migration and the making of cities in the postwar period has been commonly written out of urban history. Sites of war, leisure and work are regularly depicted. Yet how the same sites were adopted by arrivants from ex-British colonies remains a remote or separate topic outside of general urban histories (e.g. Kynaston). Migration was an integral part of postwar reconstruction. While social scientists have paid attention to the participation of a workforce from the colonies in the making of cities. There is much less attention paid to sites of leisure or war memory. This paper offers ways of talking of postwar Britain by considering cinema going, participation in war and iconic seaside resorts, such as Blackpool. It will present methods developed during the course of innovative, creative and inter-disciplinary modes of collaboration.

"Liverpool Road 'station' might just as well have been the first fish and chip shop in the North West": shifting narratives, 'historical amnesia' and the place of industrial heritage in modern Manchester

Erin Beeston (University of Manchester)

Manchester as 'first industrial city' and 'cottonopolis' are familiar, dominant historical narratives. This status is bolstered by heritage sites like the Museum of Science and Industry (MSI) at Liverpool Road Station, the oldest passenger railway station in the world. Yet, this oft-repeated story of urbanisation and industrial dominance in the early nineteenth century has not always been viewed as advantageous to the city. Political decisions around historic sites in the city have been beset by tension over whether Manchester should look to the past or represent the post-industrial city. As far back as 1975, the now iconic site of Liverpool Road Station was described by the founder of the North-Western Museum of Science and Industry, Professor Donald Cardwell, as about as significant as an early chippy. During the 'heritage boom' the site was saved from dereliction by Greater Manchester Council, keen to rescue industrial sites across the region, and by passionate campaigners who believed that this was the most significant railway heritage site in the world. Since the 'boom' period in industrial heritage, a kind of 'historical amnesia' has set in. Sir Neil Cossons recently highlighted an instance of this in the early 1990s, when Manchester Council had the opportunity to apply for UNESCO World Heritage Status for historically significant cotton mills and Liverpool Road Station. Unlike neighbouring Liverpool, Manchester Council did not support this opportunity; they did not want Manchester to be seen as synonymous with the past.

This paper will reflect on this tension and explore how MSI has interpreted the site by focusing on popular tropes of industrial revolution and 'cottonopolis'. It will argue that the museum has recently developed a strategy of simultaneously embracing past and future narratives, enabling the institution to be incorporated into Manchester's twenty-first century narrative as a 'creative city' at the fore of the Northern Powerhouse.

'Moving forward', rediscovering the 'Infant Hercules': the dynamics of urban heritage and redevelopment in Middlesbrough's Middlehaven regeneration scheme

Tosh Warwick (Middlesbrough Council)

Late nineteenth and early twentieth-century Middlesbrough was a major industrial boom town and one of the major centres for iron and steel manufacturing in the world. At the heart of the town's demographic and industrial expansion was the St Hilda's area of Middlesbrough. St Hilda's skirted the River Tees to the north of the existing railway line and was the location of the town's original grid plan for 5,000 inhabitants, which mutated into over-crowded slums as the area Gladstone dubbed the 'Infant Hercules' boomed. Today, St Hilda's is the home of Middlesbrough's centrepiece 'Middlehaven Regeneration Scheme', combining the construction of twenty-first century state-of-the-art buildings with the reinvention of those that remain from the town's Victorian and Edwardian heyday including the Old Town Hall, Custom House and landmark Tees Transporter Bridge. Thus, the area bears a new identity as Middlehaven, that for all its reinvention and rebranding is underpinned by what were until recently the derelict or much maligned remains of a bygone era of the Ironopolis' manufacturing prosperity.

This paper will consider the place of the long-lost historic 'Ironopolis', as Middlesbrough was referred to in its manufacturing heyday, in the context of the town's Middlehaven regeneration scheme. Focusing on the Heritage Lottery Fund supported Tees Transporter Bridge Visitor Experience Project at the heart of the Middlehaven initiatives, the approaches and challenges of marrying emphasis on twenty-first century change with the area's rich past will be explored. It will be shown how industrial and urban history has been (re)interpreted through a combination of heritage trails, exhibitions, public events and interpretation, whilst highlighting issues of celebrating a past where only few tangible aspects remain and a sense of loss is evident.

Industrial heritage in the medieval city: museums, York and urban heritage

Oliver Betts (National Railway Museum)

"A quiet provincial town with 60,000 inhabitants and few signs of industry or recent growth". This was how, in 1890, Baedeker's *Great Britain* described the city of York to potential visitors. Seebohm Rowntree, in his preface to his 1901 study of Poverty in the city agreed, picking the city as the perfect example of "our provincial towns" and beginning his examination of poverty in York with a sweeping overview of its history. Currently the Visit York website spins the same narrative – emphasising the city's "tangle of quaint cobbled streets" and medieval architecture.

Such narratives repeatedly cite the ease of travel to York through its main station without reflecting on the modernity such an enormous transport hub represents. Currently York has a widely developed, but fragmented, heritage industry that lopsidedly represents the pre-1800s world of the city and neglects later periods. Yet the

city is also host to a series of related Museums, English Heritage and National Trust Properties, and the National Railway Museum, all with their own independent but interrelated narratives to relay.

This paper will examine the place of the industrial, modern, past in a city which, for most visitors and heritage workers, is anything but modern and industrial. It will examine both established heritage institutions, such as Museums and Libraries, but also volunteer and enthusiast groups who continue to lobby for the recognition of York and its industrial past. In a city with so many "realms of memory" as Pierre Nora described them, this paper will examine just how the industrial past competes.

Researching the historical spatial cultures of towns and cities: a survey of concepts, methods and case studies

Sam Griffiths (UCL) & Alexander von Lünen (University of Huddersfield)

This paper confronts the recurrent epistemological impasse that arises between research focusing on the description of material built environments and that which is concerned primarily with the people who inhabit, govern and write about cities in the past. A reluctance to engage substantively with this issue, it is argued, has been detrimental to scholarly efforts in urban history to understand the built environment as a meaningful agent of human social experience. This paper draws on examples of interdisciplinary scholarship in urban history across chronological and geographical boundaries in order to show how diverse socio-spatial practices including movement, encounter, play and procession, and also spatial concepts such as distance and proximity do not constitute universal sociological categories but are temporally constituted and historically contingent on the multiple temporal, material and cultural contexts that constitute them. It presents the authors' own evaluation of various mapping methods associated with Historical GIS, space syntax and 'digital history' for urban history research. It is argued that while these techniques solve nothing in themselves they have a contribution to make where scholarly effort is directed towards developing appropriate interpretative frameworks for the kind of mapping operations they perform, such that their contributions can better engage with, rather than (as is sometimes the case) apparently seek to redefine, historical research practice in their own likeness.

Plasticine cities: on young people and historical urban morphology in Melbourne, c.1870-1914

Simon Sleight (King's College London)

Young people do not just live in cities; they also mould them. This paper provides an outline of the theme of historical reciprocity between youth and urban space. Following scholars of the 'spatial turn', space and spatial practice are commonly regarded within the academy as interdependent: spaces and spatial conventions presuppose behaviour, while the users of space shape its form and manipulate its meanings. Cities and their inhabitants, it is held, are hence mutually constitutive. Yet for young city-dwellers, the urban environment has often been seen as a container, a determining feature that constrains anything much in the way of youthful agency. This assumption is questioned here with recourse to conceptual literature, scholarship on city childhoods and an excursion to Victorian-era Melbourne, a prime location for exploring the spatial cultures of youth. By way of a more playful preamble, the paper turns first to my choice of title 'plasticine cities' and to the literary conceit that informs it as the metaphor I use to sustain the argument.

Weaving patterns in the suburban fabric: carnival procession routes, mapping place and experiencing space on London's changing periphery, 1890-1914

Dion Georgiou (Queen Mary University London)

This paper explores how residents of London's burgeoning late nineteenth and early twentieth-century suburbs related to their rapidly transforming surroundings. It does so through the prism of routes for carnival processions held in Enfield, Tottenham and Finchley in Middlesex, and in Ilford in Essex, between 1890 and 1914, to raise money for local hospitals. It interprets the procession route as part of a wider process of mapping London's suburbs, considering how carnival organisers identified and amended routes through their districts as they underwent rapid physical change, as well as considering the question of how both participants in processions and spectators experienced the carnival route. It argues that suburban development, mapping and processions were connected procedures through which new spaces were envisaged, embodied and experienced as places. Place, in this reading, is a multi-authored text, continually redrafted through adjustments to the physical environment, new mappings of it, and new movements through it. Research for this paper draws primarily on local newspaper reportage on carnivals and their build-up, including listed procession routes traced against Ordinance Survey maps to illuminate continuities and changes over time. This analysis is contextualised through reference to scholarship on suburbanisation, mapping, and processional culture, as well as my own readings of late nineteenth and early twentieth-century maps and books representing suburban histories and geographies.