

Instructor's Guide for *A U-Turn to the Future*



*A U-Turn to the Future** proposes that historians can make an essential contribution to current debates on the transition to more sustainable urban mobility. This volume has therefore been written with students and policymakers in mind. The chapters in Section I examine how various stakeholders argued for transitioning from walkable cities with transit systems to urban automobility. Section II reminds us that the keen promoters of automobility presented the transition as inevitable by obscuring the durability of pedestrianism and cycling; it features the methodologies that historical actors used to reconstruct alternative mobilities from the past, which coexisted alongside urban automobility. The discussions in Section III address path dependency and its obstacles and opportunities for facilitating a transition to sustainable urban mobility today. Section IV investigates the ways in which we can include ecological and social dimensions in our definition of sustainable mobility; it shows how we can measure sustainable mobility historically and reflects on historical scholarship's role in policymaking today.

A U-Turn to the Future can also be used in alternative ways for courses in the history of technology, urban history, environmental humanities, and policy studies. As an aid to teachers and readers, this instructor's guide suggests specific chapters.

Teachers focusing on sustainable transitions or the histories of technology and mobility—or any other fields concerned with the emergence, expansion, acceleration, and decline of urban mobility systems—will find merit in the chapters covering long time scales with clear periodization: chapters 1 (Oldenziel et al.), 7 (Bekasova et al.), and 8 (Emanuel).

* Martin Emanuel, Frank Schipper, and Ruth Oldenziel, [*A U-Turn to the Future: Sustainable Urban Mobility since 1850*](#) (New York: Berghahn Books, 2020).

Instructors interested in teaching general concepts within mobility studies will benefit from the more conceptual approaches in chapters 2 (Norton), 3 (Divall), 5 (Cochoy et al.), 6 (Männistö-Funk), 8 (Emanuel), 9 (Schipper), and 10 (Sheller), which discuss consumer logistics, Americans' supposed "love affairs" with their cars, gendered mobility, the biography of a street, and mobile commons. Those working in transition studies can find key concepts about path dependencies, pockets of persistence, and the possibilities for change in chapters 1 (Oldenziel et al.), 8 (Emanuel), and 9 (Schipper).

Teachers of specific mobility-related subjects, on the other hand, may find chapters on particular modes of mobility useful: cycling (6 / Männistö-Funk; 11 / Sheller), cars (2 / Norton; 3 / Divall), public transit (3 / Divall; 7 / Bekasova et al.), pedestrianism (4 / Pooley; 5 / Cochoy et al.; 6 / Männistö-Funk), and active modes in relation to other forms of mobility (6 / Männistö-Funk; 9 / Schipper).

Courses that emphasize learning from past mobility policies and their implications for the present and the future will benefit from the book as a whole, but especially those parts concentrating on policy and planning: the Introduction and chapters 1 (Oldenziel et al.), 3 (Divall), 11 (Smits and Veraart), and the Epilogue (Jeekel and Toussaint).

Courses on environmental humanities may benefit from those contributions that examine the role of historical narratives in creating legitimacy for future-oriented action; the normalization of unsustainable values embedded in urban mobility; the relationship between sustainable urban mobility and the landscape/urban greens; and the ways in which projects seemingly aimed at improving sustainability and livability can still depend upon unsustainable practices: chapters 2 (Norton), 4 (Pooley), 5 (Cochoy et al.), 6 (Männistö-Funk), 8 (Emanuel), and 9 (Schipper). We recommend that courses interested in mixed methods and the benefits of qualitative approaches draw on chapter 11 (Smits and Veraart).

Finally, several chapters center on different scales of analysis, from single cities to transnational developments. Urban history scholars probing the circulation of ideas about urban planning and mobility, and their appropriation in various cities, will benefit from combining the chapters with a more transnational approach (1 / Oldenziel et al.; 9 / Schipper) with case studies of particular areas and cities: South East Dorset, United Kingdom (3 / Divall); Turku, Finland (6 / Männistö-Funk); St. Petersburg, Russia (7 / Bekasova et al.); and Stockholm, Sweden (8 / Emanuel). Such a combination will prove valuable for understanding the interaction between global and local processes.