

coherent and comprehensive than previously thought' (p. 12) in its approach to motorway building. To be sure, one of Mussolini's first actions as Prime Minister in 1922 was to approve Puricelli's proposal for the Milan-Lakes motorway, but the success of the early motorway schemes was due more to the 'banal nationalism' which characterized the Italian middle classes after the First World War than to the success of Fascist ideology. For Moraglio, it was the experience of the Great War, and the possibility of mass transport that it engendered, that gave the impulse to motorway building in Italy, not Fascism. Indeed, rather than exalting the 'danger of speed', the motorways were designed to introduce an 'understandable modernity, in which the choreography of the motorway embeds elements of the past' (p. 9). This safe approach to automobilism and road building was in keeping with a country that was still largely rural and in which urban modernity was an aspiration more than a reality. This cautious visionary attitude reflected the views of Piero Puricelli and of the Milanese industrial circles within which he circulated. It also reflected the bourgeois world views of associations like the Touring Club Italiano and the Automobile Club of Italy, two important components of the motorway lobby. While this is mostly convincing, Moraglio perhaps understates the importance of Fascist ideology and propaganda in promoting road building.

One of the great contributions of Moraglio's book is his treatment of the visionary and elusive figure of Piero Puricelli. More than anyone else, Puricelli can be considered the 'inventor' of the modern motorway. He is the *éminence grise* of Moraglio's book as he appears in virtually the entire road building initiatives including those outside Italy. So omnipresent is Puricelli that Moraglio amusingly describes him as 'unavoidable' at one point (p. 134). Yet, he remains an enigmatic figure, and part of his success, in the context of the Fascist regime, is that he rarely came out into the limelight, preferring instead to be 'Mussolini's hidden ambassador' (p. 15). Although he was one of the leading motorway promoters, Puricelli also became one of its first critics when he noticed that the 'motorway mania' that gripped many provinces of Italy caused neglect of the more pressing needs of ordinary roads. Puricelli is a giant of transport history in the 20th century and Moraglio effectively shows not only his achievements, but also the divided opinions of his legacy in the development of motorways. His role in the 'transcontinental fantasies' of motorway building that spread through Europe in the interwar period is also amply documented in this book. This alone makes Moraglio's book a much needed and valuable contribution to the history of motorway building in Europe.

Michèle Lambert-Bresson and Annie Téraude (eds), *Paysages du Mouvement* [Landscape of Movement] (Paris, Recherches, 2016); 352 pp., €34, ISBN 978-2862220918.

Reviewed by: Louis Baldasseroni, Université Paris-Est Marne-la-Vallée, France

Mixing mobility studies and urban forms studies in order to analyse urban transformation: this is the aim of Michèle Lambert-Bresson and Annie Téraude's book.

It contains contributions from scholars who participated in several seminars organised by Paris-Belleville Architecture School's IPRAUS laboratory. This volume, which concerns the impact of transport infrastructure on urban environments, is the second dedicated to the urban forms produced by railways. Covering a long period from the 18th century to the present day, the volume analyses the evolution(s) of urban forms linked to the presence of these infrastructures, their enduring place in large-scale urban development programmes, and their preservation or reuse when their initial uses are over.

Amongst the 29 contributors to the volume, there are many historians, but also urban developers, architects and civil engineers. This diversity, noticeable in the variety of the cases and places studied – only 17 out of 27 contributions concern France – is welcome considering the book's inter-disciplinary subject.

It is unfortunate that the contributions were not ordered by theme, as this would have helped readers to comprehend clearly the purpose of the volume and would have enabled fruitful comparisons between the times and places discussed. Indeed, the distribution of the papers seems to follow no pattern; subjects such as rail and road infrastructures, urban environments and representations, the history of urban development plans and infrastructure, and descriptive and reflexive papers, all appear to be mixed up. The absence of a general conclusion reinforces the impression that the book lacks coherence.

Whilst impossible here to sum each paper up, a few major themes can be drawn out. Firstly, the impact on urban and rural planning of transport infrastructure is analysed. For example, Anne Bondon in her contribution on the road politics in Mayenne in the first half of the 19th century (1830–1848) shows roads' role in breaking down the isolation of rural communities. Léda Dimitriadi exposes the increasing fragmentation of urban places in Athens, under the influence of railway and highway networks.

The significant influence of transport infrastructure on urban development is also examined through chapters on public squares in Athens (Dimitra Kanellopoulou), the Joffre boulevard in Nancy (Vincent Bradel) and the development of Budapest's subway since 1867 (Matteo Porrino). Another aspect of the book is patrimonial influences on infrastructure, which is discussed in pieces on Bordeaux's bridges since the 17th century (Sylvain Schoonbaert) and an original piece exploring the links between history and memory in urban environments (Mohsen Ben Hadj Salem).

The place of automobiles in towns figures highly in the book, it being the subject of five papers. David Peleman examines the position of roads on the politics of urban development, using the construction of public roads in Belgium, whilst another chapter discusses automobiles in the boulevards of south Marseille (Stéphanie Leheis and Alexandre Chapuis).

As facilitators of urbanisation, compelling questions are raised regarding the integration of roads within urban landscapes: they are answered with Cédric Foucher's paper about city entry-points along French national road no. 6, and through Richard Zelezny's comparative analysis of the politics of tramways in French and Czech urban development.

Finally, this book contains examinations of the politics of modern transport at national and local levels. Bénédicte Grosjean compares French SCOT's metropolitan schedules and shows that besides generalised discussions on diagnosing problems, urban forms and implementation of solutions, they remain integrated to local contexts. Jean-Louis Zentelin presents a more localised study of Parisian polycentrism, the discussion focusing on the infrastructure of railways in outlying suburban Paris and how these are integrated within the politics of regional development. Arnaud Passalacqua reverses this perspective when focusing on transport systems, exploring how decision-makers need systems within territories to be both rigid and flexible, something essential in urban development planning.

To conclude, this is a stimulating volume, thanks to diverse issues discussed and the richness of chapters' approaches. It shows once more the importance of the relationship between transport infrastructures and urban development, and the validity of using cross-disciplinary approaches and case studies that examine a subject over a long-time period.

Ben Bradley, Jay Young and Colin Coates (eds), *Moving Natures. Mobility and the Environment in Canadian History* (Calgary, University of Calgary Press, 2016); 352 pp., \$34.95, ISBN 978-1552388594.

Reviewed by: Alan Gordon, University of Guelph, Canada

Canada's history is a history of migration, transportation, and mobility. While this might be true of many countries, few have tied their national identity so closely to a single piece of transportation technology: the canoe. Indeed, one of the classic definitions of being Canadian revolves around what one is or is not capable of doing in a canoe. So it is fitting that canoes make several appearances in a recent collection of essays on mobility and the environment in Canadian history. Edited by Ben Bradley, Jay Young, and Colin Coates, *Moving Natures* is a collection of 12 essays by scholars from across Canada. The collection explores the concept of mobility from a range of perspectives. As the editors note in the introduction, 'the concept of mobility evokes both the expenditure of energy and the exercise of will to move from one location to another' (p. 3). Thus, mobility for this collection is understood in spatial and temporal terms. It involves the moving of people and goods and the reasons behind the movement of those people and goods. And so, the collection explores steamship cruises on the Pacific coast, tourist travel through the Canadian Rockies, road building in northern Saskatchewan, public transit in Toronto, and shipbuilding in Nova Scotia, as only five examples. The rationale behind different types of mobility is revealed in the division of the collection into two sections. Part 1 focusses on the infrastructure of mobility: the building and maintaining of systems that support travel across land and water for purposes of production. A shorter, second section, entitled 'Consumption, Landscape, and Leisure', shifts the focus to leisured mobility.