

A Global Sense of Place – by Doreen Massey

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This is an era -- it is often said -- when things are speeding up, and spreading out. Capital is going through a new phase of internationalization, especially in its financial parts. More people travel more frequently and for longer distances. Your clothes have probably made in a range of countries from Latin America to South-East Asia. Dinner consists of food shipped in from all over the world. And if you have a screen in your office, instead of opening a letter which - care of Her Majesty's Post Office - has taken some days to wend its way across the country, you now get interrupted by e-mail.

This view of the current age is one now frequently found in a wide range of books and journals. Much of what is written about space, place and postmodern times emphasizes a new phase in what Marx once called 'the annihilation of space by time'. The process is argued, or - more usually - asserted, to have gained a new momentum, to have reached a new stage. It is a phenomenon which has been called 'time-space compression'. And the general acceptance that something of the sort is going on is marked by the almost obligatory use in the literature of terms and phrases such as speed-up, global village, overcoming spatial barriers, the disruption of horizons, and so forth.

One of the results of this is an increasing uncertainty about what we mean by 'places' and how we relate to them. How, in the face of all this movement and intermixing, can we retain any sense of a local place and its particularity? An (idealized) notion of an era when places were (supposedly) inhabited by coherent and homogeneous communities is set against the current fragmentation and disruption. The counterposition is anyway dubious, of course; 'place' and 'community' have only rarely been coterminous. But the occasional longing for such coherence is none the less a sign of the geographic fragmentation, the spatial disruption, of our times. And occasionally, too, it has been part of what has given rise to defensive and reactionary responses - certain forms of nationalism, sentimentalized recovering of sanitized 'heritages', and outright antagonism to newcomers and 'outsiders'. One of the effects of such responses is that place itself, the seeking after a sense of place, has come to be seen by some as necessarily reactionary.

But is that necessarily so? Can't we rethink our sense of place? Is it not possible for a sense of place to be progressive; not self-closing and defensive, but outward-looking? A sense of place which is adequate to this era of time-space compression? To begin with, there are some questions to be asked about time-space compression itself. Who is it that experiences it, and how? Do we all benefit and suffer from it in the same way?

For instance, to what extent does the current popular characterization of time-space compression represent very much a western, colonizer's, view? The sense of dislocation which some feel at the sight of a once well-known local street now lined with a succession of cultural imports - the pizzeria, the kebab house, the branch of the middle-eastern bank - must have been felt for centuries, thought from a very different point of view, by colonized peoples all over the world as they watched the importation, may be even used, the products of, first, European colonization, maybe

British (from new forms of transport to liver salts and custard powder), later US, as they learned to eat wheat instead of rice or corn, to drink Coca-Cola, just as today we try out enchiladas.

Moreover, as well as querying the ethnocentricity of the idea of time-space compression and its current acceleration, we also need to ask about its causes: what is it that determines out degrees of mobility, that influences the sense we have of space and place? Time-space compression refers to movement and communication across space, to the geographical stretching-out of social relations, and to our experience of all this. The usual interpretation is that it results overwhelmingly from the actions of capital, and from its currently increasing internationalization. On this interpretation, then, it is time space and money which make the world go around, and us go around (or not) the world. It is capitalism and its developments which are argued to determine out understanding and out experience of space.

But surely this is insufficient. Among the many other things which clearly influence that experience, there are, for instance, 'race' and gender. The degree to which we can move between countries, or walk about the streets at night, or venture out of hotels in foreign cities, is not just influenced by 'capital'. Survey after survey has shown how women's mobility, for instance, is restricted - in a thousand different ways, from physical violence to being ogled at or made to feel quite simply 'out of place' - not by 'capital', but by men. Or, to take a more complicated example, Birkett, reviewing books on women adventurers and travellers in the nineteenth and twentieth centuries, suggests that 'it is far, far more demanding for a woman to wander now than ever before'. The reasons she gives for this argument are a complex mix of colonialism, ex-colonialism, racism, changing gender relations and relative wealth. A simple resort to explanation in terms of 'money' or 'capital' alone could not begin to get to grips with the issue. The current speed-up may be strongly determined by economic forces, but it is not the economy alone which determines out experience of space and place. In other words, and put simply, there is a lot more determining how we experience space than what 'capital' gets up to.

What is more, of course, that last example indicated that 'time-space compression' has not been happening for everyone in all spheres of activity. Birkett again, this time writing of the Pacific Ocean:

"Jumbos have enabled Korean computer consultants to fly to Silicon Valley as if popping next door, and Singaporean entrepreneurs to reach Seattle in a day. The border of the world's greatest ocean have been joined as never before. And Boeing has brought these people together. But what about those they fly over, on their islands five miles below? How has the mighty 747 brought them greater communion with those whose shores are washed by the same water? It hasn't, of course. Air travel might enable businessmen to buzz across the ocean, but the concurrent decline in shipping has only increased the isolation of many island communities ... Pitcairn, like many other Pacific islands, has never felt so far from its neighbours."

In other words, and most broadly, time-space compression needs differentiating socially. this is not just a moral or political point about inequality, although that would be sufficient reason to mention it; it is also a conceptual point.

Imagine for a moment that you are on a satellite, further out and beyond all actual satellites; you can see 'planet earth' from a distance and, unusually for someone with only peaceful intentions, you are equipped with the kind of technology which allows you to see the colours of people's eyes and the numbers on their number plates. You can see all the movement and turn in to all the communication that is going on. Furthest out are the satellites, then aeroplanes, the long haul between London and Tokyo and the hop from San Salvador to Guatemala City. Some of this is people moving, some of it is physical trade, some is media broadcasting. There are faxes, e-mail, film-distribution networks, financial flows and transactions. Look in closer and there are ships and trains, steam trains slogging laboriously up hills somewhere in Asia. Look in closer still and there are lorries and cars and buses, and on down further, somewhere in sub-Saharan Africa, there's a woman - amongst many women - on foot, who still spends hours a day collecting water.

Now I want to make one simple point here, and that is about what one might call the power geometry of it all; the power geometry of time-space compression. For different social groups, and different individuals, are placed in very distinct ways in relation to these flows and interconnections. This point concerns not merely the issue of who moves and who doesn't, although that is an important element of it; it is also about power in relation to the flows and the movement. Different social groups have distinct relationships to this anyway differentiated mobility: some people are more in charge of it than others; some initiate flows and movement, others don't; some are more on the receiving-end of it than others; some are effectively imprisoned by it.

In a sense at the end of all the spectra are those who are both doing the moving and the communicating and who are in some way in a position of control in relation to it - the jet-setters, the ones sending and receiving the faxes and the e-mail, holding the international conference calls, the ones distributing films, controlling the news, organizing the investments and the international currency transactions. These are the groups who are really in a sense in charge of time-space compression, who care really use it and turn it to advantage, whose power and influence it very definitely increases. On its more prosaic fringes this group probably includes a fair number of western academics and journalists - those, in other words, who write most about it.

But there are also groups who are also doing a lot of physical moving, but who are not 'in charge' of the process in the same way at all. The refugees from El Salvador or Guatemala and the undocumented migrant workers from Michoacan in Mexico, crowding into Tijuana to make a perhaps fatal dash for it across the border into the US to grab a chance of a new life. Here he experience of movement, and indeed of a confusing plurality of cultures, is very different. And there are those from India, Pakistan, Bangladesh, the Caribbean, who come half way round the world only to get held up in an interrogation room at Heathrow.

Or - a different case again- there are those who are simply on the receiving end of time-space compression. The pensioner in a bed-sit in any inner city in this country, eating British working-class-style fish and chips from a Chinese take-away, watching a US film on a Japanese television; and not daring to go out after dark. And anyway the public transport's been cut.

Or - one final example to illustrate a different kind of complexity - there are the people who live in the *favelas* of Rio, who know global football like the back of their hand, and have produced some of its players; who have contributed massively to global music, who gave up the samba and produced the lambada that everyone was dancing to last year in the clubs of Paris and London; and who have never, or hardly ever, been to downtown Rio. At one level they have been tremendous contributors to what we call time-space compression; and at another level they are imprisoned in it.

This is, in other words, a highly complex social differentiation. There are differences in the degree of movement and communication, but also in the degree of control and initiation. The ways in which people are placed within 'time-space compression' are highly complicated and extremely varied.

But this in turn immediately raises questions of politics. If time-space compression can be imagined in that more socially formed, socially evaluative and differentiated way, then there may be here the possibility of developing a politics of mobility and access. For it does seem that mobility, and control over mobility, both reflects and reinforces power. It is not simply a question of unequal distribution, that some people move more than others, and that some have more control than others. It is that the mobility and control of some groups can actively weaken other people. Differential mobility can weaken the leverage of the already weak. The time-space compression of some groups can undermine the power of others.

This is well established and often noted in the relationship between capital and labour. Capital's ability to roam the world further strengthens it in relation to relatively immobile workers, enables it to play off the plant at Genk against the plant at Dagenham. It also strengthens its hand against struggling local economies there world over as they compete for the favour of some investment. The 747s that fly computer scientists across the Pacific are part of the reason for the greater isolation today of the island of Pitcairn. But also, every time someone uses a car, and thereby increases their personal mobility, they reduce both the social rationale and the financial viability of the public transport system - and thereby also potentially reduce the mobility of those who rely on that system. Every time you drive to that out-of-town shopping centre you contribute to the rising prices, even hasten the demise, of the corner shop. And the 'time-space compression' which is involved in producing and reproducing the daily lives of the comfortably-off in First World societies - not just their own travel but the resources they draw on, from all over the world, to feed their lives - may entail environmental consequences, or hit constraints, which will limit the lives of others before their own. We need to ask, in other words, whether our relative mobility and power over mobility and communication entrenches the spatial imprisonment of other groups.

But this way of thinking about time-space compression also returns us to the question of place and a sense of place. How, in the context of all these socially varied time-space changes do we think about 'places'? In an era when, it is argued, 'local communities' seem to be increasingly broken up, when you can go abroad and find the same shops, the same music as at home, or eat your favourite foreign-holiday food at a restaurant down the road - and when everyone has a different experience of all this - how then do we think about 'locality'?

Many of those who write about time-space compression emphasize the insecurity and unsettling impact of its effects, the feeling of vulnerability which it can produce. Some therefore go on from this to argue that, in the middle of all this flux, people desperately need a bit of peace and quiet - and that a strong sense of place, or locality, can form one kind of refuge from the hubbub. So the search after the 'real' meanings of places, the unearthing of heritages and so forth, is interpreted as being, in part, a response to desire for fixity and for security of identity in the middle of all the movement and change. A 'sense of place', of rootedness, can provide - in this form and on this interpretation - stability and a source of unproblematical identity. In that guise, however, place and the spatially local are then rejected by many progressive people as almost necessarily reactionary. They are interpreted as an evasion; as a retreat from the (actually unavoidable) dynamic and change of 'real life', which is what we must seize if we are to change things for the better. On this reading, place and locality are foci for a form of romanticized escapism from the real business of the world. While 'time' is equated with movement and progress, 'space'/'place' is equated with stasis and reaction.

There are some serious inadequacies in this argument. There is the question of why it is assumed that time-space compression will produce insecurity. There is the need to face up to - rather than simply deny - people's need for attachment of some sort, whether through place or anything else. None the less, it is certainly the case that there is indeed at the moment a recrudescence of some very problematical sense of place, from reactionary nationalisms, to competitive localisms, to introverted obsessions with 'heritage'. We need, therefore, to think through what might be an adequately progressive sense of place, one which would fit in with the current global-local times and the feelings and relations they give rise to, and which would be useful in what are, after all, political struggles often inevitably based on place. The question is how to hold on to that notion of geographical difference, of uniqueness, even of rootedness if people want that, without being reactionary.

There are a number of distinct ways in which the 'reactionary' notion of place described above is problematical. One is the idea that places have single, essential, identities. Another is the idea that place - the sense of place - is constructed out of an introverted, inward-looking history based on delving into the past for internalized origins, translating the name from the Domesday Book. Thus Wright recounts the reconstruction and appropriation of Stoke Newington and its past by the arriving middle class (the Domesday Book registers the place as 'Newtowne'): 'There is land for two ploughs and a half ... There are four villanes and thirty seven cottagers with ten acres'. And he contrasted this version with that of other groups - the white working class and the large number of important minority communities. A particular problem with this conception of place is that it seems to require the drawing of boundaries. Geographers have long been exercised by the problem of defining regions, and this question of 'definition' has almost always been reduced to the issue of drawing lines around a place. I remember some of my most painful times as a geographer have been spent unwillingly struggling to think how one could draw a boundary around somewhere like the 'east midlands'. But that kind of boundary around an area precisely distinguishes between an inside and an outside. It can so easily be yet another way of constructing a counterposition between 'us' and 'them'.

And yet if one considers almost any real place, and certainly one not defined primarily by administrative or political boundaries, these supposed characteristics have little real purchase.

Take, for instance, a walk down Kilburn High Road, my local shopping centre. It is a pretty ordinary place, north-west of the centre of London. Under the railway bridge the newspaper stand sells papers from every county of what my neighbours, many of whom come from there, still often call the Irish Free State. The postboxes down the High Road, and many an empty space on a wall, are adorned with the letters IRA. Other available spaces are plastered this week with posters for a special meeting in remembrance: Ten Years after the Hunger Strike. At the local theatre Eamon Morrissey has a one-man show; the National Club has the Wolfe Tones on, and at the Black Lion there's Finnegan's Wake. In two shops I notice this week's lottery ticket winners: in one the name is Teresa Gleeson, in the other, Chouman Hassan.

Thread your way through the often almost stationary traffic diagonally across the road from the newsstand and there's a shop which as long as I can remember has displayed saris in the window. Four life-sized models of Indian women, and reams of cloth. On the door a notice announces a forthcoming concert at Wembley Arena: Anand Miland presents Rekha, life, with Aamir Khan, Salman Khan, Jahi Chawla and Raveena Tandon. On another ad, for the end of the month, is written, 'All Hindus are cordially invited'. In another newsagents I chat with the man who keeps it, a Muslim unutterably depressed by events in the Gulf, silently chafing at having to sell the *Sun*. Overhead there is always at least one aeroplane - we seem to have on a flight-path to Heathrow and by the time they're over Kilburn you can see them clearly enough to tell the airline and wonder as you struggle with your shopping where they're coming from. Below, the reason the traffic is snarled up (another odd effect of time-space compression!) is in part because this is one of the main entrances to and escape routes from London, the road to Staples Corner and the beginning of the M1 to 'the North'.

This is just the beginnings of a sketch from immediate impressions but a proper analysis could be done of the links between Kilburn and the world. And so it could for almost any place.

Kilburn is a place for which I have a great affection; I have lived there many years. It certainly has 'a character of its own'. But it is possible to feel all this without subscribing to any of the static and defensive - and in that sense reactionary - notions of 'place' which were referred to above. First, while Kilburn may have a character of its own, it is absolutely not a seamless, coherent identity, a single sense of place which everyone shares. It could hardly be less so. People's routes through the place, their favourite haunts within it, the connections they make (physically, or by phone or post, or in memory and imagination) between here and the rest of the world vary enormously. If it is now recognized that people have multiple identities then the same point can be made in relation to places. Moreover, such multiple identities can either be a source of richness or a source of conflict, or both.

One of the problems here has been a persistent identification of place with 'community'. Yet this is a misidentification. On the one hand, communities can exist without being in the same place - from networks of friends with like interests, to major religious, ethnic or political communities. On the other hand, the instances of places

housing single 'communities' in the sense of coherent social groups are probably - and, I would argue, have for long been - quite rare. Moreover, even where they do exist this in no way implies a single sense of place. For people occupy different positions within any community. We could counterpose to the chaotic mix of Kilburn the relatively stable and homogenous community (at least in popular imagery) of a small mining village. Homogeneous? 'Communities' too have internal structures. To take the most obvious example, I'm sure a woman's sense of place in a mining village - the spaces through which she normally moves, the meeting places, the connections outside - are different from a man's. Their 'senses of the place' will be different.

Moreover, not only does 'Kilburn', then, have many identities (or its full identity is a complex mix of all these) it is also, looked at in this way, absolutely not introverted. It is (out ought to be) impossible even to begin thinking about Kilburn High Road without bringing into play half the world and a considerable amount of British imperialist history (and this certainly goes for mining villages too). Imagining it this way provokes in you (or at least in me) a really global sense of place.

And finally, in contrast the way of looking at places with the defensive reactionary view, I certainly could not begin to, nor would I want to, define 'Kilburn' by drawing its enclosing boundaries.

So, at this point in the argument, get back in your mind's eye on a satellite; go right out again and look back at the globe. This time, however, imagine not just all the physical movement, nor even all the often invisible communications, but also and especially all the social relations, all the links between people. Fill it in with all those different experiences of time-space compression. For what is happening is that the geography of social relations is changing. In many cases such relations are increasingly stretched out over space. Economic, political and cultural social relations, each full of power and with internal structures of domination and subordination, stretched out over the planet at every different level, from the household to the local area to the international.

It is from that perspective that it is possible to envisage an alternative interpretation of place. In this interpretation, what gives a place its specificity is not some long internalized history but the fact that it is constructed out of a particular constellation of social relations, meeting and weaving together at a particular locus. If one moves in from the satellite towards the globe, holding all those networks of social relations and movements and communications in one's head, then each 'place' can be seen as a particular, unique, point of their intersection. It is, indeed, a meeting place. Instead then, of thinking of places as areas with boundaries around, they can be imagined as articulated moments in networks of social relations and understandings, but where a larger proportion of those relations, experiences and understandings are constructed on a far larger scale than what we happen to define for that moment as the place itself, whether that be a street, or a region or even a continent. And this in turn allows a sense of place which is extroverted, which includes a consciousness of its links with the wider world, which integrates in a positive way the global and the local.

This is not a question of making the ritualistic connections to 'the wider system' - the people in the local meeting who bring up international capitalism every time you try

to have a discussion about rubbish-collection - the point is that there are real relations with real content - economic, political, cultural - between any local place and the wider world in which it is set. In economic geography the argument has long been accepted that it is not possible to understand the 'inner city', for instance its loss of jobs, the decline of manufacturing employment there, by looking only at the inner city. Any adequate explanation has to set the inner city in its wider geographical context. Perhaps it is appropriate to think how that kind of understanding could be extended to the notion of a sense of place.

These arguments, then, highlight a number of ways in which a progressive concept of place might be developed. First of all, it is absolutely not static. If places can be conceptualized in terms of the social interactions which they tie together, then it is also the case that these interactions themselves are not motionless things, frozen in time. They are processes. One of the great one-liners in Marxist exchanges has for long been, 'Ah, but capital is not a thing, it's a process.' Perhaps this should be said also about places, that places are processes, too.

Second, places do not have boundaries in the sense of divisions which frame simple enclosures. 'Boundaries' may be of course be necessary, for the purposes of certain turn of studies for instance, but they are not necessary for the conceptualization of a place itself. Definition in this sense does not have to be through simple counterposition to the outside; it can come, in part, precisely through the particularity of linkage to that 'outside' which is therefore itself part of what constitutes the place. This helps get away from the common association between penetrability and vulnerability. For it is this kind of association which makes invasion by newcomers so threatening.

Third, clearly places do not have single, unique 'identities'; they are full of internal conflicts. Just think, for instance, about London's Docklands, a place which is at the moment quite clearly defined by conflict: a conflict over what it past has been (the nature of its 'heritage'), conflict over what should be its present development, conflict over what could be its future.

Fourth, and finally, none of this denies place nor the importance of the uniqueness of place. The specificity of place is continually reproduced, but it is not a specificity which result from some long, internalized history. there are a number of sources of this specificity - the uniqueness of place. There is the fact that the wider social relations in which places are set themselves geographically differentiated. Globalization (in the economy, or in culture, or in anything else) does not entail simply homogenization. On the contrary, the globalization of social relations is yet another source of (the reproduction of) geographical uneven development, and thus of the uniqueness of place. There is the specificity of place which derives from the fact that each place is the focus of a distinct mixture of wider and more local social relations. There is the fact that this very mixture together in one place may produce effects which would not have happened otherwise. And finally, all these relations with and take a further element of specificity from the accumulated history of a place, with that history itself imagined as the product of layer upon layer of different sets of linkages, both local and to the wider world.

In her portrait of Corsica, Granite Island, Dorothy Carrington travels the island seeking out the roots of its character. All the different layers of people and cultures are explored; the long and tumultuous relationship with France, with Genoa and Aragon in the thirteenth, fourteenth and fifteenth centuries, back through the much earlier incorporation into the Byzantine Empire, and before the domination by the Vandals, before that being part of the Roman Empire, before that the colonization and settlements of the Carthaginians and the Greeks ... until we find ... that even the megalith builders had come to Corsica from somewhere else.

It is a sense of place, an understanding of 'its character', which can only be constructed by linking that place to places beyond. A progressive sense of place would recognize that, without being threatened by it. What we need, it seems to me, is a global sense of the local, a global sense of place.