Carbusters

magazine

SEPT.-NOV. 2006 No. 28

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From small individual actions to sweeping municipal policies, these six examples show positive change is possible so long as you start.

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Justin Hyatt pedals across Bulgaria and Turkey as an ambassador of sustainable mobility.

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Deadline for submissions for issue 29 is October 1, 2006.

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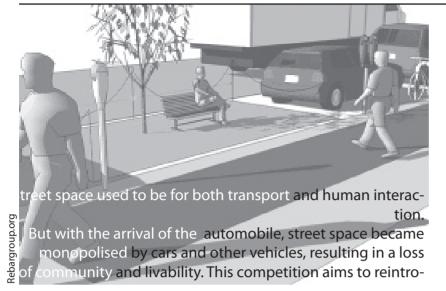
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www.worldcarfree.net

Street Conver



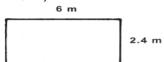
sion DESIGN COMPE-TITION

The value of human-scaled carfree areas is increasingly appreciated, both among urbanists and the general public. Yet how can we transform existing areas to create lively people-oriented spaces free of traffic?

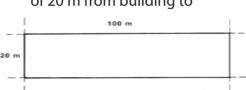
With the Street Conversion Design Competition, Carbusters magazine will collect the best designs from

We are asking participants to design carfree spaces from formerly car-oriented spaces, in three categories:

1. An on-street parking space (2.4 x 6 m)

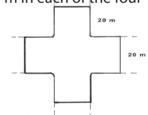


2. A street segment of 100 m in length, with a width of 20 m from building to



building

3. An intersection, including the street space that extends out 20 m in each of the four



Submissions will be assessed by a panel of judges at the Towards Carfree Cities VI conference in Bogota, Colombia, on World Carfree Day (Friday, September 22, 2006). The scoring will be based on a maximum of 100 points per submission, distributed among the five criteria below. Winning submissions will emphasise a shift in the role of street space from traffic and parking to interaction and exchange, by:

- concentrating destinations to reduce travel distances
- designing features that contribute to a sense of place and community
- choosing innovative, creative uses for space that increase quality of life
- minimising the amount of space devoted solely to transport purposes
- using space efficiently and eliminating wasted or 'dead' space

Designs may be based on either pure imagination or specific real-life places with similar dimensions,

Submission Deadline: September 12, 2006

(or Thursday, September 21 for those bringing their submissions in person to Towards Carfree Cities

Send your submission to:

Carbusters

Krátká 26, 100 00 Prague 10

Czech Republic

or via e-mail to: info@carbusters.org. Postal submissions must reach our Prague office by the deadline (postmark does not matter). Questions can be sent to the above e-mail address.

The winning submissions will be presented at the network's Towards Carfree Cities VI conference and featured in Carbusters issue 29. Prizes

etters



Can't find a spot? Instead of parallel parking, try perpendicular parking.

Against "Realism"

In response to Jim Motavalli [interview, CB 27], who says that he doesn't "ignore global realities" when he feels we should be working to make cars cleaner: when we accept a situation without trying to change it, the correct term isn't "realistic," but "cop-out." Indeed, if as he says people simply hope that auto fixation "will just go away" we'll get nowhere – but that's hardly what Carbusters is about.

In his case, and internationally, how much money and effort are being spent on cleaner fuels, versus on promoting walking, cycling, and public transport? Efforts to promote alternate fuels take away resources and distract people from carfree efforts.

There are plenty of people happy to talk about alternate fuels, including the car companies; wouldn't the efforts of those genuinely concerned about the planet, our cities, and our chance at a decent

quality of life be better spent on reducing the size of the problem rather than hoping for a probably illusory techno fix?

Debra Efroymson Regional Director HealthBridge Dhaka, Bangladesh

Portland Carfree Alliance
Just wanted to let you all know
what we've been up to. We
have a very strong bike-oriented
organisation, Shift (a World
Carfree Network member), and
have recently spun off a carfree
committee – Portland Carfree
Alliance – in order to include
other modes and focus our
activism on reclaiming public
space.

We're starting with two major projects. First, we're organising a weekend-long World Carfree Day celebration in September. This event will kick off an effort to permanently convert its venue from a street into a carfree plaza. Second, we are working on turning Last Thursday, a funky open-gallery night which regularly draws crowds too large for its sidewalks, into a carfree or car-lite monthly event.

Eleanor Blue Portland, Oregon, USA

Oily Business

Dear friends at Carbusters: I just read in issue 27 about palm oil plantations and then got this. How timely!

Headline: "Indonesia: Musim Mas Palm Oil Workers Starved Into Defeat."

"Hunger is a powerful weapon in the hands of a ruthless corporation bent on using all means to undermine the right of workers to organise."

You can't be more direct than that – the opening words of an extraordinary statement issued jointly by two global union federations, the IUF and BWI. The statement was issued in the wake of the defeat of the struggle by Musim Mas palm oil workers, whose leaders still languish in prison. And this despite a large and growing international campaign – one in which LabourStart readers sent off nearly 5,000 messages to the company. To read the full statement, visit: <www.iuf.org/den3547>.

Fran Taylor San Francisco, California, USA

A Ouick Fix

A car dealership in Adelaide, City Holden, offers loan bicycles to its customers who have booked their car in for servicing. While customers can choose to take a loan car, many are choosing the bike instead. The city location means that this is convenient for city workers who can often reach their destination faster by bike than by car.

City Holden is the first car dealership in the area to introduce such a scheme. They have two men's and one ladies' bikes. They rent them for \$5.50/ day and have helmets available at hire.

Rosalie Day Adelaide, Australia

Simple Protest

In Transit - SPIT!

Riding in traffic gives me lots of extra phlegm, so what better way to repay the generosity of drivers for sharing their emissions than to give them a little something in return? I must be allergic or something, because when I see an oversized or badly parked motor vehicle, I invariably sneeze, which has the unfortunate effect of spraying snot and spit all over their clean windows. On those rare occasions when the driver sees me, I just shake my head and say, "Bless me!"

Anonymous via Carbusters.org

Fan Mail

Hello all! Spectacular work on the zine! We carry it in our retail store here in Winnipeg!



View Critical / Read at <www.youtube.com/

Cass Winnipeg, Canada

And More Fan Mail What is this nutty nonsense...? A roster of eco-lunatics who hate cars?

Your obsession with restricting and banning cars is a obvious mental disorder akin to the Luddites who attacked machinery with hammers in England.

BobEnFoPratt@webtv.net via Internet

Job Offer [sic!]

Could you be the right person for this job offer? What if our judgement was wrong? You might want to try your hands on it but unfortunately we are only looking for professionals with expectional expertise, highly spirited individuals who are ready to take up a rewarding challenges in the oil and gas industry. BP,a well established and reputable oil/ gas companywith rapidly growing wide network of outlets around the world, seeks to attract resourceful individuals craving for a refreshing opportunity yetcharacteristically possesses the skill and uprightnessto excellently deliver amidst limited

British Petroleum (BP) PLC **Human Resource Department** 1 St James's Square London, SW1Y 4PD

Tel·

assistance.

Ref: 01/006/HRD/BPPLC Date: 17/07/2006 [via e-mail]

[Ed: Tempting, but we're all going to retire soon on the proceeds from

Other Notable

YouTube Pages

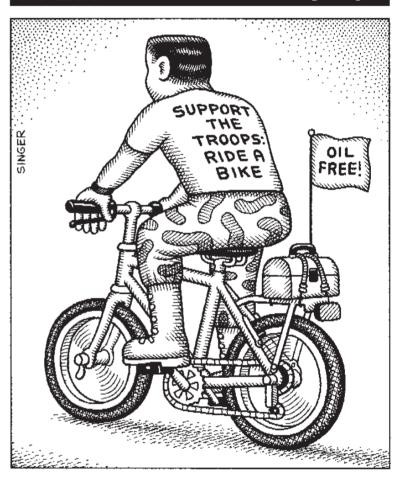
Lots Less Cars in Cities Video Library <www.youtube.com/group/carfree>

Independent video records of situations, actions, anomalies, and events taking place on the street in cities around the world. The shared goal behind all this: lots less cars in our cities, and cities that are healthier, safer and better places to live, work and for our children grow up in.

Critical Mass World Pool <www.youtube.com/group/criticalmass> Group to place videos about Critical Mass bike rides around

NO EXIT

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"Driving is our right."

- anonymous Chinese driver quoted by Ted Conover in New York Times Magazine (It's predicted that there will be 130 million cars in China by 2030, up from 20 million today.)



CAR CULT REVIEW



Cars Aren't People

Cars are people in the new Pixar animation "Cars." They talk. They have feelings, ambitions, senses, affections and passions. There are old ones and young ones, pretty ones and homely ones, humble ones and wealthy ones. In the stands during an auto race, the spectators are also cars. The movie depicts a world without humans, one in which automobiles have interiors but for no discernible reason, except maybe as some evolutionary holdover. No one rides inside.

For a 10-minute short, this car world would be a cute conceit. But "Cars" is a 116-minute movie, of epic length by animation standards, and an odd thing happens after watching all these talking cars for so long.

Curiously and unexpectedly, the movie brings on a suffocating feeling of constraint. It's a consequence of seeing characters with such terribly limited mobility: Sure, they can go fast or go slow, but they have no arms or legs. They can't touch anybody. (In fact,

when two cars touch, it's usually a disastrous thing.) You know the Richard Dreyfuss movie, in which he's completely paralysed and all he can do is stay in bed and talk? Think of that, and now imagine wheels under the bed. That's about the experience of "Cars."

Yes, it's a creative idea, and yes, Pixar realises this car world to the full extent. But not all ideas are good, even if realised. The faces of the cars, for one thing, are far less expressive than the animated human faces we see in the brief short ("One Man Band") that precedes the feature. In the short, the animation captures subtleties of reaction and emotion, but the car faces don't lend themselves to nuance. It was also probably inevitable that the car-people parallel, beaten into the ground, gradually stops being rewarding and starts to feel misplaced.

Here we have, for example, a young hotshot hot rod, Lightning McQueen (voice of Owen Wilson), who wants to win a great race. Great. In a 10-minute short, there would be nothing to think

about. But in a 116-minute movie, questions seep into the mind: Why does he want to win? To have groupies? To eat in nice restaurants? To go on great vacations? The poor thing is an armless, legless, cumbersome creature, inhabiting a lonely landscape in which no real connection is possible.

Who would you rather look at in a scene about a young man's education, Owen Wilson and Paul Newman, or a computer drawing of a red and blue car? "Cars" might get us into car world as a gimmick, but it doesn't get us into car world as a state of mind. Thus, the animation, rather than seeming like an expression of the movie's deeper truth, becomes an impediment to it.

[Ed. note: Ironically, one of the movie's creators died recently in a car accident, where the car fell off into the sea.]

- from the SF Chronicle Boring Car Games Four reasons not to take family car trips:

1. Coloured Lorries
Each person chooses a colour
and this is then written on a
piece of paper next to your name.
Mark 1 point next to your name
each time you spot a car of your
chosen colour. The winner is the
first to reach 25.

2. Wheels Cricket
Each player has an innings.
During your innings you have
to spot vehicles and count the
wheels on them adding up as you
go along. For example, if a car
passes, you get four points and if
a bike passes, you get two points.

If a vehicle with six or more wheels passes, your innings is over and the next player gets a go. The person with the most points at the end of the innings wins.

3. Car Registration Numbers Make phrases with the car registration numbers, e.g. WWW 435D could be Weird Wooly Wombats.

4. List and Look

Take turns naming animals you think you might see in the next 20 miles or kilometres (or longer if you are on a motorway). Everyone makes the same list. The adult in the car decides if they are either too difficult or easy. The car occupants then work together as a team and cross the animals off as they find them [or run them over].

Sometimes it's easier for an adult to cross off the list especially with the under five's. The driver doesn't help because he [he?] has to give each of the players a little treat for everything found on the list by the time you've covered in the given amount of miles.

- Car-travelgames.co.uk

Sex Drive Eddie Griffin, who plays center on the Minnesota **Timberwolves**

basketball team, was drunk and masturbating on March 30 when he crashed his luxury SUV into a



Mercedes Benz has unveiled a flashy concept car [top] modeled after the surprisingly aerodynamic boxfish [above right]. The car uses about 20% less fuel than other vehicles its size, the company claims. And, like the fish it's named for, it is lightweight but rigid and strong in key places. [Ed. note: The other two images – artists' interpretations of boxfish - have been placed here simply to confuse you.] Before saluting

COSMOPOLITAN

HAMOND

EXPERTS

ASK COSMO ANYTHING FROM IRMA KURTZ



I have a car fetish

Whenever I see a sleek sports car or a car chase in a movie, I get extremely horny – to the point where I can barely control myself. I have bragged to my girlfriends about my ability to get turned on so easily, but they get upset and tell me I'm perverted. How can I control my crazy fetish?

Cars are phallic symbols; that's why young men like to drive showy ones with lots of power. As for cinematic car chases, what are they if not metaphors of pursuit and capture that always achieve a climax? You just happen to take your symbols and metaphors more literally than most people do. As long as you give careful thought to the companion with whom you share these hot treats, I don't see the problem. Just make sure you go to car shows and chase-scene thrillers in the company of someone who feels as enthusiastic about them as you



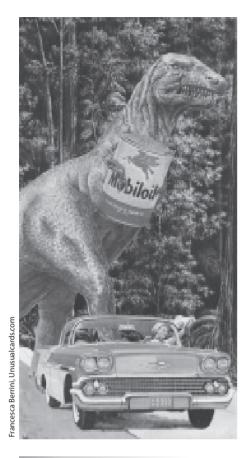
parked Suburban, according to a lawsuit filed by the man whose car

Several of the 911 emergency hotline callers that night said Griffin was drunk. One witness said Griffin told him he was watching pornography in a DVD player mounted on the dashboard of his Cadillac Escalade SUV when he struck a Chevy Suburban parked on University Avenue.

"The guy was drunk and he was performing sex to himself inside the car," said Abed Hassuneh, the plaintiff's brother.

Car Trivia! Most American car horns beep in the key

world news



Europe

More Evidence That Low Speeds Mean Clean Air

A five-day experiment to reduce speed limits has shown clear benefits for both traffic flow and lower particulate emissions.

For five days in February, 11 of Switzerland's 26 cantons imposed 80 km/h speed limits on all motorways and major roads in an attempt to reduce high levels of fine particles.

Overall traffic levels on motorways went down by 14% and traffic "flowed more homogenously" with no jams reported.

Particulate emissions were between 5% and 10% down in motorway areas, but the levels subsequently returned to "normal" after the experiment ended.

- T&E Bulletin, May

Poland Set to Pave Pristine Wilderness

8 Carbusters *28 Sept.-Nov

The Polish Ministry of the Environment has approved routing a motorway bypass around the north-eastern city of Augustow through the Augustow Primeval Forest, which serves as a refuge for a number of extremely rare species of animals, some on the brink of extinction.

Environmentalists claim that the motorway violates both national and European Union environmental legislation, but the ministry nevertheless gave the project the green light. The European Commission is currently investigating this case under its infringement procedure.

An alternative route, conceived by independent road designers and which is less harmful and less expensive has been ignored by Polish decision-makers.

- CEE Bankwatch Network

Biofuels:

Fuel-Efficiency Comes First
The EU should aim to reduce
overall fuel consumption by
transport rather than promoting
specific targets for use of biofuels,
says Brussels-based sustainable
transport nonprofit Transport
and Environment. If the EU insists
on keeping targets, it should
ensure that biofuels produced
sustainably with an overall low
carbon intensity should count
more than others.

-T&E Bulletin, July

Unsustainable Biofuels a Threat to the Environment
Three leading European
environmental organisations
BirdLife International, Transport
and Environment (T&E), and
the European Environmental
Bureau warn that EU policies for
promoting biofuels may cause
more environmental damage
than the conventional fuels they
are designed to replace.

Unless certain environmental safeguards are put in place, increased demand for biofuels

would lead to increased clearcutting of forests in the Third World to grow palms and sugar cane. An EU-sponsored study has found that meeting the EU's target of replacing 5.75% of fossil fuels with biofuels would consume 14 to 27% of EU agricultural land, meaning that there would be pressure to for fuel crops to be grown abroad.

The organisations also point out that, although biofuels are often labelled carbon-neutral, their production in fact causes "substantial" emissions of greenhouse gases.

UK Government

Cancels Motorway The British Government has cancelled a massive new toll road, the M6 Expressway from Birmingham to Manchester, and will investigate widening the existing road instead. A study by the Highways Agency had found that the expressway would require 50% more land than widening the existing M6, cost significantly more, not attract enough paying traffic from the existing (free) M6, and increase the proportion of trucks and lorries on the existing M6. Campaigners call the cancellation a victory and are planning to fight against the widening of the existing road.

- Transport 2000

Critical Mass Cyclist Wins
On June 27 the High Court in
London upheld a legal challenge
to the Metropolitan Police
brought on behalf of Critical
Mass cyclist Des Kay. Kay had
challenged the Met's claim that
London's Critical Mass Cycle
Ride was unlawful and that
cyclists taking part were liable to
prosecution.

Lawyers for Kay, a keen cyclist and environ-mentalist, argued that the monthly rides were not subject to advance notification rules because they fell within an exception for processions that are "commonly or customarily held."

In a judgment today the Court found for Kay, ruling that "an unbroken succession of over 140 of these collective cycle rides, setting out from a fixed location on a fixed day of the month and time of day and travelling, albeit by varying routes, through the Metropolitan Police area. cannot by now sensibly be called anything but common or customary."

The London Critical Mass Cycle Ride has taken place on the last Friday of every month since April 1994.

Asia/Pacific

China to Remain "Kingdom of Bicycles"? The Chinese government seems to have rediscovered the benefits of the bicycle. The Ministry of Construction recently announced that bike lanes that were narrowed or destroyed to make way for cars in recent years must be returned to their original glory.

Earlier, civil servants had been told that they should cycle to work or take public transport to reduce smog.

The Xinhua news agency quoted Qiu Baoxing, a viceminister with the Ministry of Construction, as saying that China should retain its title as the "kingdom of bicycles." Qiu was quoted as saying that the number of vehicles on China's roads has increased more than 20-fold since 1978 to 27 million.

This figure could rise to more than 130 million within 15 years, he predicted, but this is still only one car for every 10 people.

- The Guardian, June 15

VW Insults Chinese German car company Volkswagen has offended metro users in China with its PR slogan "While some people in sticky metro stations have to wait, others drive their Polo wherever they want."

Many Chinese feel discriminated against, China Daily reported. A Volkswagen Polo costs EUR 9,000, while the average income per year is about EUR 2,000.

- Der Spiegel

Thai Cops Back in the Saddle Police in one northern Thailand town are combatting rising fuel prices by taking their patrolmen off motorcycles and putting them on bicycles and horseback. officials said.

The use of non-motorised transport is nothing new in Lamphang town, where horsedrawn carriages serve as taxis and many residents move about on horseback.

Lamphang, also known as Maung Rot Ma, or Town of Horse-Drawn Carriages, has a staff of eight patrol officers half of whom have already made the switch to bikes, said Lamphang Police Chief Nanthawit Boonthiemthong.

The new modes of transport were seen as potentially more people-friendly than motorcycles, said Nanthawit.

- Associated Press

Real-Time Traffic Impacts Japan International Cooperation Agency and Hanoi Transport and Public Works Department inaugurated a Hanoi traffic and environmental electric sign board in July.

The sign board shows a running tally of traffic-related accidents and injuries, with numbers provided by Hanoi traffic police.

The signboard lets people know the current state of air environment by four indicators for nitrogen dioxide (NO₂), sulphur dioxide (SO₂), carbon monoxide (CO) and TSP (total suspended particles).

According to the air quality, human faces in the signboard change expressions. A "smile" and green means good air, yellow and a "straight face" indicates normal air, and "cry" in red means poor air quality.

The first-ever sign board was installed at Kim Ma and Lieu Giai intersection, one of the busiest intersections in the city, aiming to raise public awareness of traffic safety and the environment.

- Vietnam News Agency

The Americas

San Francisco Makes Park Carfree... Sort Of San Francisco's Board of Supervisors recently passed the so-called "Healthy Saturdays" ordinance, which will close a 1.5 mile (2.3 km) stretch of JFK Drive in Golden Gate Park on Saturdays for a six-month trial period. This



Action!



Pirate Radio Clears the Air British Columbia, Canada -- Clean Air Radio, a programme of the Society Promoting Environmental Conservation (SPEC) went live on June 12 at 7 am from the foot of the Port Mann Bridge in Surrey, BC, to inform drivers stuck in traffic about the shortfalls of proposed local highway expansion. Through Clean Air Radio (CAR), SPEC is opening a dialogue with users of the Highway 1 corridor and other commuters to clear up misleading statements on freeway expansion promoted by the provincial government and to discuss sustainable options to twinning the Port Mann Bridge.

Clean Air Radio is a low-power FM "multi-cast" using a solar powered two-watt transmitter and an online blog at <www. cleanairradio.ca>. Listeners can tune in on 88.5 FM and download the podcast from the blog.

For its inaugural broadcast, over 20 volun-teers set up the transmitter and mast, broadcast centre and stationed banners on overpasses and along Highway #1. Commuters were able to tune in for 4 to 10 minutes (much less time in the HOV lane!).

The Morning Show featured discussion on the sustainable solutions to congestion on the corridor and

analysis of BC Premier Gordon Campbell's claim that expanding the highway will reduce greenhouse gas emissions! The reaction from motorists was mixed, ranging from smiles to words of encouragement to scowls and rude gestures.

Bike4Peace 2006

A transcontinental group bike ride from Everett, WA, USA to Washington, DC from August 1 to September 22, 2006. Riders are invited to join this peaceful protest against the War and occupation of Iraq and US policies concerning oil resources, global domination and of course, terrorism. Organisers hope to gather cyclists from across the country to converge on Washington, DC, on September 22 for a World Carfree Day celebration. About 200 cyclists from the DC area joined last year's September 22 mass ride.

More info at <www. bike4peace.org>.

Cyclist "Properganda"
"Properganda" is a webbased project celebrating the
bicycle as a viable means of
transportation. CICLE (Cyclists
Inciting Change thru Live
Exchange) has been building and
maintaining an active archive

of bicycle "properganda ads" and "subvertisements" that have been contributed to them by artists, activists, and bicycle-as-transport enthusiasts from around the world. All the artwork is available for free download at <www.cicle.org/properganda/properganda.html>.

Carfree Day Comes Early in Vancouver Proving that carfree days are a good idea any time of the year, Commercial Drive in East Vancouver, BC, Canada was closed on June 18. Instead of traffic, the street was jammed with art, music, and familyfriendly events including an art bike Chopperfest (with pedalpowered soundsystem), roving artists and performers of all flavours, spontaneous peculiar occurrences, a Soap Box for speechifying, Commercial Drive Merchant Market, organisation info tables, Special Kidzone, street hockey, tons of babies and dogs, more crazy bikes than you could shake a stick at, and general merry mayhem. See how it was done at <www.commercialdrivefestival. org>.

Spotted at the Pump



Sgt. Jessica M. Housby

Age: 23 Home town: Rock Island, Ill.

Unit: 1644th Transportation Company, Army National Guard, Rock Falls, Ill.

Died: 2/9/2005

Incident: Killed when a roadside bomb exploded near her convoy in

Route Golden, Iraq.

DIED FOR YOUR GAS

This full-color sticker is designed to be placed on self-service fuel pumps. A series of 12 is available in .pdf format at <www.thinksmall.org>.

carfree profile

Bob Anderton is a bike lawyer in Seattle, Washington, USA. He represents bicyclists and is a bicyclist himself.

CB: What brought you to this field?

BA: Well, I'm a life-long bicyclist. When I rode my bike to law school, my plan was to be a poor public interest lawyer fighting for justice.

And then you got greedy? Not really. Ralph Nader came to my law school (before he lost all credibility running for president in 2004) and suggested that the next best thing to being a pure public interest attorney is to be a personal injury attorney. So, while I applied for lots of public interest jobs, I also applied to a few plaintiff's personal injury firms and started out in the private sector.

Would you have preferred a pure public interest job?

I thought so then; I'm not so sure now. Don't forget, the United States is among the few developed nations to not have universal health care. When people are injured here, the medical bills alone can wreck their lives, even if they recover from their injuries. I get to choose the people I represent. I choose people I like. And bike people are very likeable.

Can poor cyclists afford representation? Yes. Unlike many countries, in the US, lawyers who represent injured people are generally paid a percentage of any settlement or award, rather than billing hourly. This is called a contingency fee -- because it's contingent on the outcome of the case. If there is no recovery, there is no fee. This means that people are not priced out of having legal

representation.

Who is your typical bike client? I tend to see bike messengers frequently, but I also represent commuters, leisure riders, racers and kids. People on bikes get broadsided, turned into, backed over and doored. I've also represented bicyclists who have crashed in unsafe areas without the "assistance" of another vehicle.



Washington bike lawyer Bob Anderton

Is it harder not having a car to blame?

Generally yes. For instance, I represented a number of bicyclists who crashed on what was called the "missing link" of the Burke-Gillman Bike Trail here in Seattle.

This trail is really nice, but it vanishes for several blocks in an industrial area. I was first contacted by a biker who crashed on some railroad tracks that crossed the road diagonally on a curve under a bridge.

My initial reaction was that, if you crash your bike on a railroad track, it's your own fault. But I did some investigation and learned that hundreds of bicyclists, many

of them experienced riders, were crashing at the very same spot. The city knew about it, but said there was nothing it could do. The railroad knew about it, but the city wouldn't let it paint warning stripes on the pavement and the railroad didn't want to pay for rubberised crossings or reconfigure the tracks.

So people kept crashing. I tried to broker a creative settlement, but the city said it was the railroad's problem and the railroad refused to negotiate. In the end I sued them both. Ultimately, the city was found to be at fault and (after obtaining this verdict) we agreed to reasonable settlements for the bicyclists.

Did the city repair the dangerous condition? Interestingly enough, yes, just after we filed suit.

Do you have any other no-car bike cases?

A few. Right now I have one where a bicyclist crashed face-first on a sewer grate from the early 1900s that has wide openings parallel to the street. My client was willing to settle his case for no money (and no fee for me) if only the city would agree to replace these bike traps.

Do you think it will happen? It's not real likely. Lawyers have a duty to communicate any offers of settlement to their clients, but the city attorney told me they didn't even have a procedure to communicate our settlement offer.

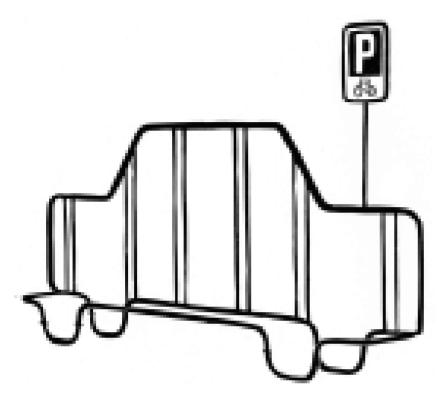
So it looks like our only remedy is the court. After we have a verdict, governments and corporations are often suddenly willing to negotiate. It's unfortunate that we can't negotiate before suing, but hey, suing is not as bad as it's cracked up to be.

What is the alternative to a

Six Carfree Success Stories Worth Repeating

Try This At Home

: Design It!





Boldly Going Where No Rack Has Gone Before... Artistic bike racks are nothing new, but to design one in the shape of a car to be placed permanently in a parking space is something of a coup, combining art, function, and a hopeful message. Six vehicles can park where only one could before. Design: Adrien Rovero / Inout

: Reclaim It!

Pedestrian Sundays in Kensington Market

Why celebrate Carfree Day just once a year? Kensington Market, one of Toronto, Canada's oldest and best-known neighbourhoods. is on its third summer of Pedestrian Sundays, a regular event which closes a roughly sixblock corridor to car traffic.

The neighbourhood is an ideal choice for street closure experiments. With a dynamic population of immigrants, artists, and activists, great food, and a complex network of narrow, pedestrian-scale streets, Kensington Market already has a vibrant street life.

After activists from the organisation Streets are for People organised two carfree events in 2002 (including a Carfree Day in September),

neighbourhood appetite was high for additional street closures. In an amazing (and rare) confluence of grassroots efforts and city cooperation, Toronto's city hall developed a working group around the idea to plan the events and address concerns from merchants and neighbours.

With city funding, the neighbourhood began experimenting with a series of seven Pedestrian Sundays in 2004. In 2005, four Pedestrian Sunday events were organised. In 2006, seven Pedestrian Sundays are being held on the last Sunday of each month from May to October around a series of themes, including an off-the-grid acoustic celebration of the three-year

anniversary of the 2003 blackout in North America to be held on August 13.

Reviews seem to be overwhelmingly positive. In 2004, York University researchers monitoring air quality in the area for six weeks (three Pedestrian Sundays and three "regular" Sundays) found markedly lower levels of particulates and carbon monoxide on Pedestrian Sundays. Toronto and neighbourhood residents rave about the event. Initial nervousness and concerns from merchants about deliveries and lack of customers seems to be slowly fading.

On Pedestrian Sundays, a homegrown cavalcade of musicians, street art and theater, and activities for kids of all ages fills parking spaces. Market vendors are allowed to use the

"Hope is a state of mind, not of the world. Hope, in this deep and powerful sense, is not the same as joy that things are going well, or willingness to invest in enterprises that are obviously heading for success, but rather an ability to work for something because it is good. "- Václay Hayel

he carfree movement faces huge challenges. Despite climbing gas prices, daily confirmations of climate change, and the precarious global petro-political situation, car use continues to reach record high levels. The world's most profitable corporation is ExxonMobil, which recently became the first company ever to generate US\$1 billion a day. It seems as if now that people have accepted the reality of finite oil supplies, paradoxically they are going on a binge to use up all they can while it's still available.

Car industries spend billions on advertising

every year. In addition to its impact on the mental environment, the clout of car-related ad expenditures skews editorial content of the media in which they appear. After all, most media outlets are for-profit businesses which are reluctant to bite the hand that feeds them by casting a critical eye on car culture. The glamourisation of automobiles in popular entertainment continues unabated.

Leaders of industrialised nations are beholden to automobile interests, whether as payback for campaign contributions or simply out of the common perception that car manufacture and use are key indices of economic health. Politicians fear

: Share It!

Pedal Power for Developing Countries Once upon a time, back in the middle 1990s, a few smart folks realised that a lot of bicycles were being thrown away that could probably be of use to others elsewhere, and bicycle recycling programmes were born.

These programmes typically consist of a bike drive, where donated used bicycles and parts are gathered to fill a shipping container (about 300-500 bikes). The bicycles are shipped to local partner organisations, which give away or sell them often in conjunction with training on basic bicycle repair techniques. Over the past decade, these programmes have mushroomed, creating visible links between bicycle activists, recyclers, and those in need of transport in the developing world.

Programmes in Africa were quickly followed by those in Central and South America, the Caribbean, and even to aid in relief and rebuilding efforts after the Southeast Asian tsunami of 2004 and Hurricane Katrina in the Southern US in 2005. All told, hundreds of thousands of bicycles have found new homes through these efforts. One of the earliest international bike recycling programmes, Bikes not Bombs in Boston, reports shipping over 22,000 bikes to destinations in Central America, the Caribbean



Outfitting a bicycle with cargo racks in Johannesburg, South Africa.

and Africa. New Jersey based Pedals for Progress reports over 100,000 bicycles redistributed.

In addition to the cost of the container and the shipping, tariffs and duties can be the biggest determinant of which countries get bikes. Ghana changed its tariff system early on to recognise the benefit of having more bikes available to its citizens, removing all import duties and making the country one of the most popular destinations for containers



Bicycle Empowerment Network - Africa <www. benbikes.org.za/namibia> Bikes Across Borders Austin, US: <www. bikesacrossborders.org>. Bikes for the World Washington, DC: <www. bikesfortheworld.org>. Bikes not Bombs Boston, US: <www.bikesnotbombs. Cycle North/South Montreal, Canada: <www.



Six Carfree Success Stories Worth Repeating

Try This At Home

: Map It!

Seasoned public transport users often forget that, to the inexperienced, navigating buses, trams and metro can be daunting, frustrating, and even frightening. New users may be embarrassed by their lack of knowledge and would rather continue driving than have to ask strangers for help. Good maps can be the key to unlocking the carfree options.

Cities with established public transport infrastructures – London, Prague, Tokyo, for example – usually have correspondingly good maps, both in pocket form and posted prominently throughout the system. In other places with more limited transit options, system maps are either nonexistent or hard to come by.

It's Alive! Busmonster.com Fills the Information Gap

For a city that's home to high tech transport and information megacompanies (such as Boeing and Microsoft), Seattle is remarkably backward when it comes to public transport. Four separate transit agencies serve the metropolitan area, but they don't play well together so there is no integrated



route planning.

The barely adequate Metro bus system is the most extensive of the four but offers no maps to the general rider, neither at stops nor on buses. A map is available only by request via the Metro website <www.transit.metrokc.gov>. The site itself does a good job presenting schedule information and trip planning, but it doesn't offer a simple visual interface or mark every stop.

: Print It!

An Idea with Legs Robert Zverina created this poster to hang on telephone poles in his neighbourhood as positive reinforcement for those who choose not to drive. He posted it on his website and dropped a note to Carbusters, which reproduced it on its letters page in issue 22. From there it was picked up by Bristol UK's Peter Taylor (far right), who made it into a sticker and later persuaded his town council to create 500 official versions of the sign for posting outside schools and other public places. Since then the graphic has been reproduced on t-shirts and used in a public



: Vote It!

Want to transform your city? Well, it helps if you're the mayor. If you're not, elect someone who will act in your best interest. Vote! Better still, campaign for your candidate. Take control of the terms of the debate by writing letters to the editor and contacting the candidates to put carfree urban planning on the front burner. Do the same thing for city council elections, or consider running yourself to best be in a position to really keep the heat on. Once you establish a strong voice in local government, try to re-enact and improve upon

If you think the problems facing the world's exploding cities are insurmount-able then you need to spend a few hours on a bike alongside the former mayor of Bogotá, Enrique Peñalosa, who presided over the transition of a city that the world - and many residents - had given up on.

Bogotá had lost itself in slums, chaos, violence, and traffic. During his three-year term, Penalosa brought in initiatives that would seem impossible in most cities. He built more than a hundred nurseries for children. He built 50 new public schools and increased enrolment by 34%. He built a network of libraries. He created a highly-efficient bus highway transport system. He built or reconstructed hundreds of kilometres of sidewalks, more than 300 kilometres of bicycle paths, pedestrian streets, and more than 1,000 parks.

He did it, in part, by declaring a war on private cars.

What Makes Us Happy?

Peñalosa explained the philosophy behind this war and Bogotá's transformation – during a plenary lecture at the World Urban Forum. He began with a sobering reminder to the mayors of developing world cities:

"If you base progress on per capita income, then the developing world will not catch up with rich countries for the next three or four hundred years. The difference between our incomes is growing all the time. So we can't define our progress in terms of income, because that will guarantee our failure. We need to find another measure of success."

The measure he came up with was shockingly simple: Happiness.

"And what are our needs for happiness?" he asked. "We need to walk, just as birds need to fly. We need to be around other people. We need beauty. We need contact with nature. And most of all, we need not to be excluded. We need to feel some sort of equality."

Before you dismiss Peñalosa as some hemp-

hatted revolutionary, remember that this is a guy who titled his first book Capitalism: The Best Option.

The problem in Bogotá was that most people didn't have access to the public space that is supposed to make such happy things happen. The wealthy had turned city sidewalks into parking lots for cars. Public parks had been fenced off, essentially privatised by neighbours. And for years, the government had been blowing its budgets on highways and road improvements, with the encouragement of Japan's international development agency, which was apparently in the business of creating new markets for Japan's carmakers.

So while the wealthy in Bogotá could spend their weekends in country clubs or private gardens, the poor had little but jammed streets and televisions to occupy their leisure time. Peñalosa resolved to establish a balance.

Peñalosa's official War on Cars began when he ordered the sidewalks cleared of cars. That triggered a movement to impeach him – unsuccessful, since it was in fact illegal for people to park on the sidewalks. He then launched a system which banned 40% of vehicles from the roads during rush hour. Peñalosa convinced his city council to raise the tax on gasoline, and used half the revenues to fund a rapid bus system that now serves more than 500,000 citizens.

After Bogotá's first wildly popular Carfree Day in 2000, residents voted in a referendum to make the event an annual affair. Most powerfully, the city was transformed from a place of hopelessness to one of civic pride.

Change Requires Choice

I've never seen a crowd of planners, politicians and sustainability wonks go wild like they did after Peñalosa's address. The guy got a standing ovation. Stuart Ramsey, a BC transportation engineer, explained why.

"Bogotá has demonstrated that it is possible to make dramatic change to how we move around our cities in a very short timeframe," he said. "It's simply a matter of choosing to do so. We could improve our air quality and dramatically reduce our emissions anytime we want. It's easy to do. For example, we can improve the capacity of our existing bus system without adding a single bus. All it would take is a can of paint, and you'd have dedicated bus lanes. It doesn't require huge amounts of money. It simply requires a choice."

Peñalosa now advises cities around the world on how to make sense of their own transport systems.

The Self in AutoC

If one of American capitalism's most important tasks in the early 20th century was to teach the moral acceptability of conspicuous consumption to a nation of puritans and peasants, it was also to demonstrate the inadequacy of the unenhanced body in an age of speed, mobility, and moving-picture glamour. Freud's vision of the Self, structured around lack and loss, was poised to become the model of the nascent consumer,





But by the mid-1920s, Ford's vision of Everyman's automobile no longer appealed to the Self's growing needs; his utilitarian Model T was generally available in one colour only ("Any customer can have a car painted any colour he wants so long as it is black," Ford quipped), its interior was designed, reportedly under Ford's orders, to limit sexual intercourse, and its top speed, with a mere 20 horsepower, was 45 miles per hour [72 km/h]. Production of the Model T was discontinued in 1927, as new marketing paradigms sought a more personal consumer identification of driver with car. Auto-eroticism, to Ford's prudish consternation, had won the day. Consider, for instance, the following ad for the 1923 Playboy roadster:

Somewhere west of Laramie there's a bronco-busting, steer-roping girl who knows what I'm talking about. She can tell what a sassy pony, that's a cross between greased lightning and the place where it hits, can do with eleven hundred pounds of steel and action when he's going high, wide and handsome. The truth is -- the Playboy was built for her.

--The Automobile Age, James Flink

But some commentators have noted, however, the inherent violence in automotive sexuality; and whether or not one believes, as Freud did, that the dialectic between Eros and Death is an instinctual aspect of the human psyche. Mass motorisation has made this dialectic its vehicle and motive automobile power. Other than the auto, few mass produced commodities achieve such ubiquitous linkage to the pleasure zones of so many bodies; few other commodities are so haunted by violent



death. In the primally charged mythology of American Autoculture, the death-behind-the-wheel of a Hollywood icon like James Dean can become a sort of visionary martyrdom, not so much a

Eulture by Ando Arike



Not long ago, the worldwide catharsis attendant upon Princess Diana's spectacular auto-martyrdom demonstrated again the power of the automobile's motorisation of desire. Eulogising Diana in a New Yorker article titled "Crash," Salman Rushdie ascribed her death to "a sublimated sexual assault" by the "long-nosed snouts" of the paparazzi's phallic cameras, whose pursuit of her car led to the fatal accident. "To die just because you don't

want to have your picture taken! What could be more absurd?" he asks. Ultimately, he finds the public's fetishistic attention at blame;



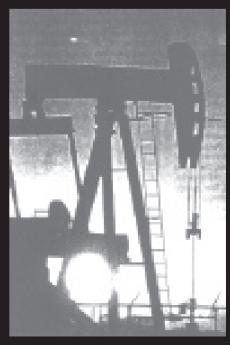
But perhaps the most salient fact of Diana's automotive death is its commonness the World Health Organisation estimates that at present some 1.2 million people each year die in automobile accidents, the equivalent of six jumbo jets crashing with no survivors every day. Apart from firearms and military ordnance, no other technology is implicated in so much violent death and injury; and yet we have come to tolerate as normal the automotive violence in everyday life and to categorise this predictable mass carnage as "accidental." Could it be that an aggressive and often lethal egotism is inherent in a culture built on the automobile? That massmotorisation is a form of warfare?

Today, as the outlines of a new global confrontation take shape amid the oilfields of the Middle East, it is instructive to see how this has been mirrored by the arms race escalating on US streets. On April 6,

2003, when the New York Times reported US tanks rolling into Baghdad, one of the most

The Hummer, of course, is but an extreme example of a style of Self-expression that has inspired American motorists for more than decade. Despite steadily rising fuel prices, urgent warnings about global warming, and increasingly vocal ridicule and contempt, SUVs and so-called light trucks now represent half of all private vehicles sold in the US. Has the glut of gargantuan cars made driving these two-tonne machines a defensive necessity? Is the SUV's projection of power a threat of "pre-emptive strike"? Is "shock and awe" the goal here? Indeed, in collisions, SUVs and light trucks kill the occupants of midsize vehicles at more than triple the rate of other cars not for nothing is one of the largest SUVs on the market called the Armada.

Yes, the restless progress of the Self towards greater and greater fullness proceeds apace at present, with less than 5% of



by Sarah Kavage

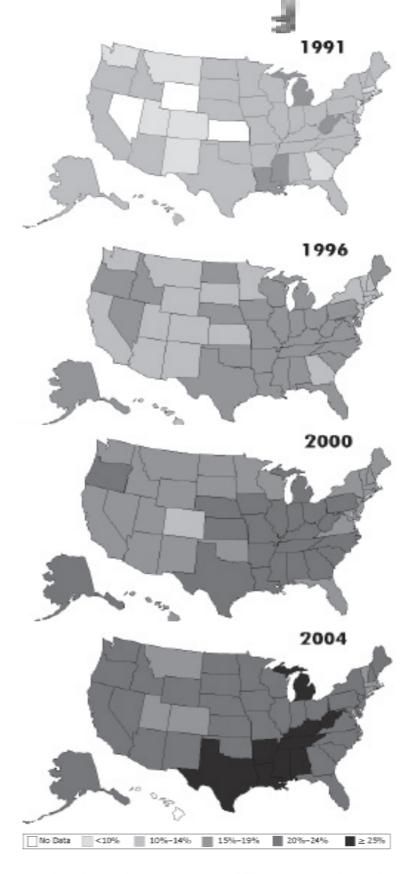
ake a look the next time you're in a mall or a subdivision. Does it seem like people are fatter in the suburbs? Although people gain weight for a number of reasons, it seems intuitive, if not obvious, that cities built for sitting in cars inhibit physical activity and lead to more people becoming overweight.

More and more research is saying it's not just your imagination. In the US and Canada, obesity levels have ballooned to epidemic proportions (see US maps right), leading researchers to begin investigating whether obesity might be connected to the way we build our cities.

Researchers have been studying the relationship between land use and transport for years. If certain land use patterns are connected with higher levels of bicycling, walking and public transport, it follows that the people in those areas would be more active, and less likely to be obese.

The topic has grown into a significant body of work and the bulk of the studies find that sprawling land use patterns (and the high amount of driving that goes along with them) are associated with less physical activity, higher body weights, and higher rates of obesity and associated chronic diseases such as hypertension. It seems that suburbia's sloppy sprawl finds a corollary in the expanding waistlines of its residents.

Land use and transport are not just related to obesity, however they also link to air pollution exposure, traffic safety, noise, water quality, mental health and community social networks. Although there is not as much research on these topics as there is on obesity, the connections are clear. In car-dependent places like the US and Canada, drivers experience these relationships firsthand – collisions and heart-stopping near misses, stress and road rage, and the frazzled exhaustion that comes from driving, driving, driving everywhere. To say nothing of pedestrians and cyclists who must suffer the air and noise pollution caused by others. The collective



Obesity has gone from being a "trend" to a fullblown epidemic in the United States, where 65% of the population is overweight or obese. Though not as far along, the same thing is happening in Canada and wherever else cars

n Dr. Lawrence Frank Maps the Link Between Urban Form and Public Health

o find solutions to these health and social problems, one must first take measure of their causes. Which brings us to the work of Dr. Lawrence

Frank, whose research connects changing development patterns to improved health of the populace.

A professor at Vancouver's University of British Columbia, Frank is one of the leading thinkers and pioneering researchers about the multifaceted relationships between land use patterns, transport behaviour, and public health. Much of Dr. Frank's work is built around the idea of several key land use characteristics which, in tandem, make an area supportive of active transport bicycling, walking and public transport. These characteristics can be combined into a Walkability Index a numeric "score" that has been linked to physical activity, obesity, and transport behaviour in several studies. The index can also be integrated with geographic data, making it possible to map the walkability of a neighbourhood, a city, or a region.

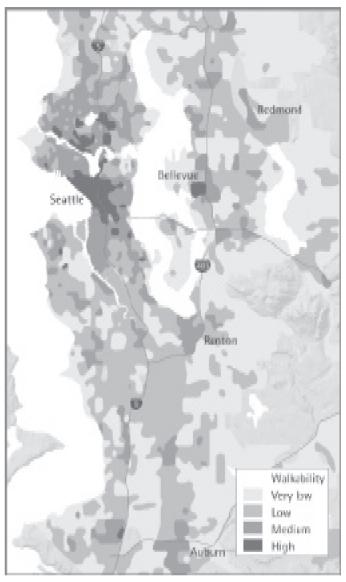
Frank's rigourous and elegantly visual approach to research provides a model by which communities can assess the true costs of different development models outside of the more typical measures such as public transport ridership, travel time and congestion. He has developed walkability indices for Vancouver, Canada; Adelaide, Australia; and Baltimore, Atlanta, and Seattle in the US, with indices for Cincinnati and San Diego in progress.

The Walkability Index used for the Land Use Transportation Air Quality and Health (LUTAQH) study in the Seattle area was made up of four measures: retail and residential density, street connectivity, and mix of land uses. The diagram below right shows how the score of each of these measures add up to make the final Walkability Index score. Retail and residential density works in tandem with a mix of office, retail, residential and entertainment land uses to bring a critical mass of people within walking distance of goods and services. Street connectivity is when a neighbourhood is made up of a network of small blocks making walking distances shorter and creating a larger variety of potential walking routes.

The map to the right illustrates how the LUTAQH



¹ King County Office of Regional Transportation Planning (2005). A Study of Land Use, Transportation, Air Quality and Health in King County, WA. Prepared by Lawrence Frank and Company, Inc., Dr. James Sallis, Dr. Brian Saelens, McCann Consulting, GeoStats LLC,



Application of the Walkability Index for the Seattle region, USA Courtesy of Lawrence Frank & Co., Inc., Atlanta GA and Point Roberts, WA. Originally published in Sightline Institute's Cascadia Scorecard 2006 report.

The Anatomy of Seattle's Walkability Index

Residential Density

(Number of residential units divided by total number of scres in residential use)

Street Connectivity

(Intersections per square kilometer)

Land Use Mix

(Relative distribution between educational, residential, retail, entertainment and office use - score will be between 0 and 1)

Retail Density

(Retail building floor area divided by retail land area)

Total Index Score

As the walkability score goes up, walkability increases.

n Carbusters Talks to Lawrence Frank About Healthy Cities and Changing the

Carbusters: In a nutshell, how does the design of our cities impact our health?
Lawrence Frank: By influencing travel choices, exposure to clean or dirty air, access to healthy or unhealthy foods and places to recreate, and ability to move about safely or not on foot, in a car, or on public transport.

What prompted you to start investigating this topic? It was the belief that environments or "settings" impact our behaviour, perceptions, moods, social interactions, the way we feel, and our overall quality of life. I read a few books from William Whyte and the Project for Public Spaces, and Schaeffer and Schlar's book, Access for All and that helped to crystallise what I wanted to do.

How do you use research to create actual change in our cities and suburbs?
By itself, new evidence documenting that alternative approaches to current ways of doing business (in this case how we build our communities) is nearly always ineffective in stimulating real change even if that research shows the benefits to the environment and personal health measured over the long run.

The only effective way to gain real change is through partnerships with community-based organisations, decision makers, and other groups that can take objective research and put it into action through the political process. Media coverage on new study results is critical, and I try to keep at least some energy focused on creating research that is understandable and accessible to the general public.

Is public health the angle that will make people recognise the true costs of automobile-oriented development?
Public health, air pollution, accessibility, equity, energy use, or climate change impacts

and costs of car dependent development taken alone will not change current approaches to community design. However, taken collectively, these outcomes are win-win situations for policymakers. That is, policies that create more walkable and transit supportive environments will have multiple positive outcomes.

Putting aside all of the health and environmental benefits of such places, in a market economy the demand for walkable environments may provide the best reason of all to supply them. About one-third of the people currently living in car-oriented places would prefer to be in more walkable

11

The only effective way to gain real change is through partnerships with community-based organisations, decision makers, and other groups that can take objective research and put it into action through

environments, so the demand for walkable environments seems to be outstripping the supply. Our recent study of the Atlanta region showed that survey respondents preferring to live in a walkable environment were less likely to be in an environment that matched those preferences than those that preferred more car-dependent environments. If you want sprawl, chances are you will be more satisfied with what you find on the housing market than if you want walkability - and we assume this to imply an undersupply of walkable development.

Is Vancouver a healthy city? Yes, definitely. Vancouver has successfully established one of the most compact, vibrant city centres in North America. The urban core area is a very healthy place to live, work, and play as it offers a great deal of access to parks, shops, services, and other destinations on foot, by bike, and via transit. The air quality is also quite favourable due to its coastal location.

Over the past two decades a large number of families have moved to the central part of the region due to the attractiveness of new development and quality of the public amenities. Yaletown towards the eastern side of downtown has been very successfully transformed from a warehousing area to a residential district with nightlife and restaurants. As a result, vehicle use is on the decline and people are walking more.

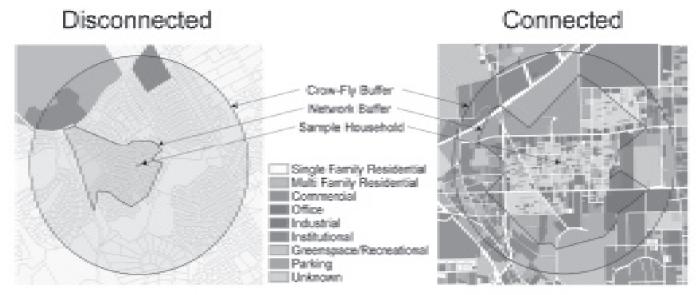
What other good examples of

healthy cities have you seen? Not many that are being developed at present but most that were developed before the mid-20th century. In the US, a number of urban core areas are being rapidly revitalised increasing density and investing in open space, parks, sidewalks and public transport. This is resulting in more street level retail in central areas, which is crucial to creating walkable places. Places like Portland, Minneapolis, Seattle, San Diego, and Denver are all enjoying a rebirth of their urban environments. You moved to Vancouver from Atlanta, the embodiment of car-centric development. Is there hope for places like Atlanta? Atlanta has also seen some increase in the levels of walkability in a few of its in-town neighbourhoods - the most noted being Mid-Town. However, the downtown itself is a relatively small amount of the region's total employment and is home to very

The amount of highway investment that occurred in Atlanta over the 1980s and '90s

few families.

n How Zoning and Street Connectivity Affect Neighbourhood Walkabilty



From Frank, Lawrence, Andresen, Martin and Schmid, Tom (2004). Obesity Relationships With Community Design, Physical Activity, and Time Spent in Cars. American Journal of Preventive Medicine, Vol 27 No 2, June 2004, pp. 87-97.

This diagram contrasts a household located in a typical car-oriented suburban neighbourhood (left) with a household located in a more walkable neighbourhood (right). The circle represents a one-kilometre radius (the 'crow-fly' distance) from each household, while the asymmetrical shape inside the circle captures the one-kilometre area actually walkable on the street network.

This diagram illustrates how the factors in the Walkability Index interact: a disconnected street network pattern can impact route directness, while a low-density, single-use land use pattern restricts the number of accessible destinations within walking distance.

In addition, most walkable neighborhoods such as the one on the right also have other features that

n Healthy City Planning Resourc-

Books:

Lawrence D. Frank, Peter Engelke, and Tom Schmid. Health and Community Design: The Impacts of the Built Environment on Physical Activity. Island Press, 2003.

Howard Frumkin, Lawrence Frank and Richard Jackson.

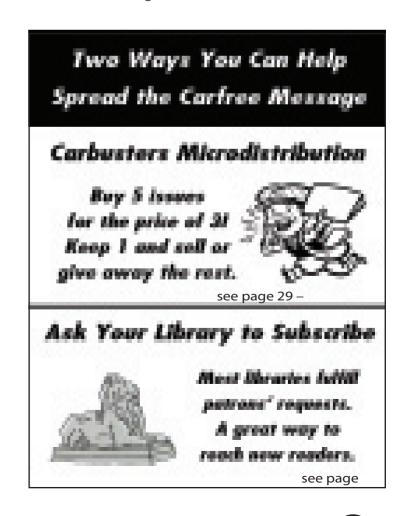
The Public Health Impacts of Sprawl. Island Press, 2004.

Reports and Websites:

Understanding the Relationship Between Public Health and the Built Environment, from the U.S. Green Building Council, 2006: <www.usgbc.org/ShowFile. aspx?DocumentID=1480>.

The Active Transportation Collaboratory at the University of British Columbia has links to the SMARTRAQ reports from Atlanta and a number of other reports, research and resources: <www.act-trans.ubc.ca>.

Smart Growth BC's report, "Promoting Public Health Through Smart Growth," by Lawrence



Meet the

n Sustainable Mobility Bike Tour in Bulgaria

by Justin Hyatt

25-July-2006 20:47:16 "Görele at 10-11, Contact Osman Usta from municipality. +90.. for Giresun, contact Mustafa Öztürk, tel. +90 .."

25-July-2006 20.59.44 "Correction for Görele - contact Fikret Ak +90 .. This is Murat's uncle - don't leave before he buys you famous local pide"

With messages like these, I was well prepared for Turkish towns, large and small. If I did for any reason run into a communication barrier, all I had to do was stop the first guy in the town centre, point to my contact's name or phone number, and he was already organising my visit in that town.

The mission was this: deliver a local-language handbook on sustainable mobility to the mayors of the towns through which the bike trip passed. There were two trips. Starting in late June, the first leg was from Sofia to Instanbul. This was mainly a Bulgarian project, but included also Kýrklareli and Istanbul in Turkey.

In July, the direction turned westward for a second trip from Tbilisi, Georgia to Sinop, Turkey. This, in turn, was principally a Turkish

Most Bulgarian cities already contain a very attractive carfree centre, but outside the centre,

project, as the handbook was not translated into Georgian. The first trip was around 1,000 kilometres in length; the second one 1,200 kilometres.

The inspiration for the bike trip was an upcoming conference in Georgia called Biking Beyond Borders - hosted by Falkor, a Dutch organisation – which was to include Tbilisi's first Critical Mass. The conference was neatly sandwiched between the two bike trips, thus providing an opportunity to give the



Erturul Melikolu, Mayor of Görele, Turkey, greets Justin Hyatt of the Hungarian Young Greens.

conference participants a report of the first leg of the tour.

What does a Bulgarian or Turkish mayor (or vice mayor) do when you approach him (no female mayors spotted on this trip) with material about sustainable transport, carfree urban design or traffic evaporation? The responses were always positive: "I will definitely read the book" was often promised. In some cases,

> the possibility of a future project was discussed, as well as the potential for cooperation with the national project partners. In Istanbul my project partners and I were fortunate to meet the head mayor at a public transport conference which

was taking place at the time.

//

As this was a bicycle journey, it naturally led to discussions of the viability of developing cycling infrastructure in the respective communities. It was common to hear comments that a particular town was too hilly for cycling (the mayor of Istanbul's thinking, for instance), although the mayor of Kýrklareli – who was previously impressed by the Dutch cycling culture on a trip to Holland spoke of plans for turning his

town into a more bicycle-friendly place. He has already started the good work by erecting bike racks around town.

More than once the usual excuse "not enough money" was given for the lack of environmentally friendly transport planning. If the recipient of the guidebook at least makes it through the introduction, he or she will be exposed to this wisdom: "If you first set your priorities, then the money will follow."

Most Bulgarian cities, large or small, do already contain a very attractive carfree centre. In smaller towns it is perhaps just a large central square, but most towns also have one or more pedestrian streets. Pazardzhik, with a population of roughly 80,000, can boast to a whole network of walking streets – there is even an intersection where five pedestrian streets meet! Nonetheless, outside the centre, the car still dominates, thus there is great potential for building bike paths connecting the centre to the outskirts.

While a follow-up plan is being developed, targeting the municipalities visited during the trip, in some cases positive results have already been seen. In Sofia, the Bulgarian partner organisation, Za Zemiata, met with municipal transport authorities. Afterwards, the

Dear Anna, I want to persuade my partner to drive less. He is getting fat, out of breath going upstairs and increasingly stressed and angry in the car. His asthma is getting worse and his body is seizing up. What can I tell him?

Yours. Worried

Dear Worried:

Better health is the top reason to cut car use. We are meant to be active. For adults, half an hour of moderate exercise most days is recommended. For kids it is an hour a day. Exercise builds strength, speed, dexterity, flexibility and endurance. Aerobic or dynamic exercises enhance the respiratory and cardiovascular systems and lead to weight loss, provided calories are controlled. Research has shown that obesity in the UK is due to sloth, not extra food.

Getting fitter also leads to better mental health. Stress is perceiving a potential threat, or thinking about issues which make you feel negative. It triggers the "fight or flight response" where the nervous system enters red alert. Adrenaline and cortisol levels are elevated. These hormones arouse and enhance glucogenesis and the metabolism, but are poisons long term to the cardiovascular system and reduce immunity.

Being active improves circulation, aids cleansing and is calming if done noncompetitively. Active travel is using our own power to get around - e.g. walking, cycling, jogging,

running, scooting, boarding, blading, etc. Even walking or cycling to the bus stop or train station counts as exercise. Active travel benefits us in personal, fairly immediate and tangible ways. As well as promoting health, active travel is time and money efficient. If you move using your legs you'll have less need for recreational exercise, gym, sports or fitness class and won't be on treadmills or exercise bikes. Enjoy life outdoors, not against a screen!

Also, healthy routes are often the most pleasant environments. Walkers and cyclists can increasingly choose off-road paths through parks and by rivers where the air is pure and it's peaceful. Walkers and cyclists enjoy air quality that is three times cleaner than in a car. Cars are in the middle of the road where pollution is worst. Enjoying nature is calming (if the weather is not too hostile or you are prepared with the right clothing). Get and study local walking and cycling maps - ask your council/ local authority.

Persuade your partner to take responsibility for his health by recognising his problems. Calculate your Body Mass Indices online, for example at <www.bbc. co.uk/cgi-perl/health/fightingfat/ bodymass.pl>. Enter gender, age, height and weight and it displays results from underweight to obese.

Help him by being active together. You'll improve his

motivation and provide company. List your regular car journeys and work out some active alternatives. shortest first.

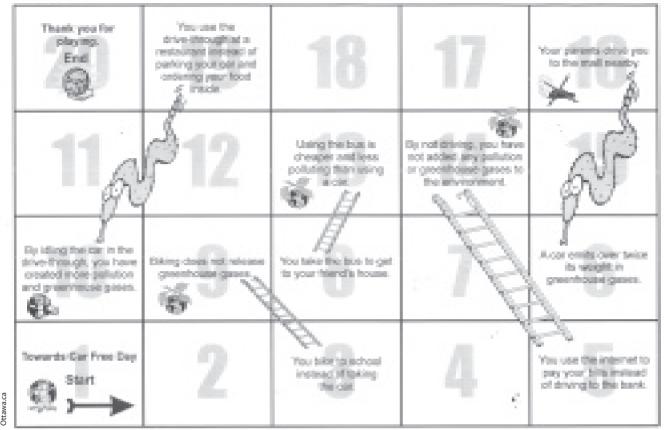
Comfortable shoes and rain protection are all that's needed to walk. Walking cuts the chances of osteoporosis and provides good cross training for legs and arms. This balances the body and centres the mind. Walkers also enjoy more interactions with neighbours.

Walk more when using public transport by using a stop further away. This might also save money. For instance, I often alight early when visiting my mum. The closest stop is in an extra fare zone and the walk is via a playground that my daughter loves.

When driving, park close to the entrance to a car park where it is easy to find space and walk. This saves fuel, often saves time and reduces danger to pedestrians than otherwise cruising for a



CAR FREE DAY SNAKES & LADDERS GAME



Do you have ideas for carfree kids' activities? Send them to editors@carbusters.org!

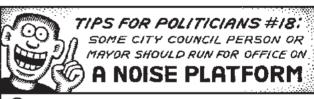
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- WON'T ALWAYS START.
 PRONE TO COMPLEX
 MECHANICAL PROBLEMS
- OVERUSE MAKES YOU FLABBY & OUT OF SHAPE
- •CAUSES AIR AND WATER POLLUTION, NOISE, WARS AND GLOBAL WARMING
- PROMOTES INEFFICIENT SUBURBAN SPRAWL
- CAN HAUL PEOPLE
 AND LARGE STUFF
- COSTS OVER **\$3600** A YEAR FOR INSURANCE, GAS, OIL, DEPRECIATION, REPAIRS AND PARKING.
- CAN GET A DECENT USED ONE FOR \$5000

- ALWAYS STARTS! SO SIMPLE, YOU CAN EASILY FIX IT YOURSELF!
- KEEPS YOU IN GREAT PHYSICAL SHAPE!
- QUIET, NON POLLUTING, FAR FEWER MATERIALS NEEDED TO MANUFACTURE
- ■PROMOTES DENSER, WALKABLE COMMUNITIES
- CAN HAUL PEOPLE AND BIG STUFF IF TRAILER, PEDICAB OR HAULER BIKE IS PURCHASED.
- COSTS #50 OR LESS
- CAN GET A DECENT USED ONE FOR \$ 200



- 1 BAN CAR ALARMS USELESS DEVICES THAT DEPRIVE URBAN RESIDENTS OF SLEEP.
- 2BAN LEAF BLOWERS-LOUD, POLLUTING, FUEL WASTERS, A FEW CITIES ALREADY BANTHEM!
- REQUIRE DEVICES THAT DISABLE CAR HORNS, UNLESS YOUR VEHICLE IS ACTUALLY MOVING OR BEING BACKED INTO.
- THE SUFFER SO A FEW PEOPLE CAN HAVE LOUD TOYS?
- SRESTRICT CONSTRUCTION HOURS FOR BOTH CITY AND PRIVATE CONSTRUCTION. NO ONE SHOULD HAVE TO HEAR JACKHAMMERS, PILE DRIVERS OR CONSTRUCTION VEHICLES BEFORE 9AM!

REMEMBER: EVERYONE IS HAPPIER WHEN THEY'VE HAD A GOOD NIGHT'S SLEEP! A SINGER

Studies & Reports

Parking Tax

Parking Taxes: Evaluating Options and Impacts, a study releaased by the Victoria Transport Policy Institute <www.vtpi.org> concludes: "Although few taxes are popular, some are better than others in terms of economic efficiency, consistency with strategic planning objectives, and equity. Properly implemented parking taxes can provide multiple benefits; they can help reduce traffic congestion, encourage more compact development, and support environmental objectives, in addition to raising revenue. If a jurisdiction must raise revenue, parking taxes are among the best options."

The report can be found on the web at <www.vtpi.org/ parking_tax.pdf>.

Driving More, Liking It Less Congested roads and badtempered drivers are taking the joy out of driving for more and more US motorists. Only 69% of respondents to a recent Pew Research Center telephone poll said they enjoy driving, down from 79% in a 1991 Gallup survey. Less than a quarter of drivers asked (23%) said they considered their car "something special" while 75% described a car as just a means of transportation. Fifteen years ago 43% of respondents to the Gallup Poll considered their car special.

Traffic congestion was cited more than any other factor as making driving less enjoyable, the Pew survey of 1,182 adults conducted from June 20 through July 16 found.

Among those who liked to drive, 21% enjoyed the time alone, 19% the changing scenery, 14% the sense of freedom and independence and 12% just getting around.

Nearly a third (31%) said they thought of their vehicle as having a personality. Despite

soaring gasoline prices, 27% of the respondents said they went driving "just for the fun of it" in the past week.

According to <www. infoplease.com/ipa/A0004727. html>, US fuel consumption and total vehicle miles traveled continues to increase.

- UPI

Prescription for Change Doctors have joined the chorus of attacks on 4x4 vehicles [SUVs] with a warning that owners are recklessly putting other road users at risk by flouting laws over the use of mobile phones and seat belts. Researchers who studied the behaviour of drivers of the all-terrain vehicles say that they took more risks because they felt safer than drivers of smaller

- The Independent **Traffic Noise Annoys** Vroom, vroom, vroom!

More Canadians than ever complain about traffic noise.

For more than a century, motor traffic noise has been affecting millions of people living in cities. But a new survey reported that more Canadians than ever are exposed to and bothered by high noise levels (41% compared to 37% three years earlier). "Almost half of Canadians felt their annoyance with road noise had a negative impact on their health," says another survey report. And "two-thirds thought road traffic noise would have a significant impact on the quality of their sleep."

Traffic noise can affect wellbeing and can lead to serious physical and psychological health conditions, including disrupted sleep patterns, hearing damage, and anxiety. Recent research has also found that exposure to noise can cause heart and blood pressure problems.

Who is affected by traffic noise also indicates social inequity. The survey found that "the young,

those with lower incomes and women were all more likely to have homes adjacent to major traffic arteries."

Size matters, too. "The larger the community, the greater the proportion of residents who reported being bothered by road noise and the greater concern about the negative impact of their annoyance with road noise."

The situation appears to have deteriorated because not enough has been done to make road surfaces and vehicles quieter.

Traffic noise presents important problems but is often forgotten. In an editorial, Nina Renshaw writes, "It's clearly time to make some noise about noise!"

- T&E Bulletin

US Emits Half of Car-Caused Greenhouse Gas

American cars and pickup trucks are responsible for nearly half of the greenhouse gases emitted by automobiles globally, even though the nation's vehicles make up just 30% of the nearly 700 million cars in use, according to a new report by Environmental Defense.

Cars in the US are driven more miles, face lower fuel economy standards and use fuel with more carbon than many of those driven in other countries, the authors found.

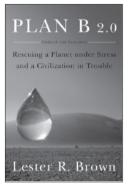
According to the report by the environmental group, US cars and light trucks were driven 2.6 trillion miles in 2004, equal to driving back and forth to Pluto more than 470 times.

- The Los Angeles Times **Towards Human Cities** In Principles Towards a Walkingfriendly and Human City, S. Olof Gunnarsson says in an era where motor traffic in the cities is expanding, it is time to improve the situation and the status of the pedestrians through humanscaled urban planning.

"The goal should be to form a city policy dedicated to providing more living space and

Reviews

Plan B 2.0: Rescuing a Planet under Stress and a Civilization in Trouble Lester R. Brown W.W. Norton & Company, 2003 ISBN 0-39332-8317



"Our global economy is outgrowing the capacity of the earth to support it, moving our early twenty-first century civilization ever closer to decline and possible

collapse."

And so begins Lester Brown's Plan B 2.0: Rescuing a Planet Under Stress and a Civilization in Trouble, updating the original Plan B book with a few extra chapters, including one called "Designing Sustainable Cities."

Books that begin with shocking pronouncements of the inevitable collapse of civilisation are not so shocking these days. They are the stuff of Hollywood fiction and environmental fact. Although Lester Brown sometimes resorts to dire predictions of collapse, and the omnipotent (apolitical) power of nature, the strength of his book lies in the countless positive examples he provides, from the number of wind farms in Europe, to the efforts at integrating solar technology into our everyday lives, to worldwide urban gardening.

The book has two parts: one, which catalogues the litany of catastrophes and disasters our ways of life are bringing on.
There is no need to recount them here as the reader is surely familiar with them. Brown writes that since the publication of Rachel Carson's Silent Spring we understand the negative effects of chemical pesticides, yet "we are

not yet adequately dealing with this threat."

This is the case for many other environmental problems. We know excessive levels of CO₂ are poisonous, vet we drive our cars as if we did not know. The question then is not whether we have the information or not. it is what do we do with this information once we have it. Does it paralyse us into depression, make us throw our hands up in despair and cry for a giant asteroid to put us out of our miserable corrupt and greedy existence? Or, do we find a way forward?

Which brings us to the second part of the book: Plan B. Here

11

The question then is not whether we have the information or not, it is what do we do with this information once

Brown tries to save us from this paralytic depression with forward and positive examples from around the world. Brown proposes lowering income taxes, while at the same time raising taxes on products such as gasoline to reflect their true costs to society, creating an "honest market" that tells the "ecological truth." This has been widely accepted by economists, writes Brown, quoting The Economist, which writes "on environmental grounds, America taxes gasoline too lightly."

Brown suggests that the price of gold should reflect the costs of cleaning up all the pollution after the mining has been done. This tax would, writes Brown, greatly increase its retail price. The problem here is that this will only increase its role as a

status symbol. Accounting for external costs is one thing, but questioning the very idea of why a society makes gold a status symbol to begin with is another. Demystifying gold, like the automobile, should also be part of Plan B.

One hundred and twentyseven power plants could be shut down if we simply improve the energy efficiency of household appliances. Not only does this show how basic cutting energy consumption is, but even more frightening, it shows how very much our societies (over) rely on these appliances.

The American states of North Dakota, Kansas and Texas have enough potential wind energy to power the electric needs of the entire US. And, writes Brown, since windmills work similarly to car engines, automobile manufacturers, when people stop buying cars, can turn their assembly lines towards windmills. Then conservatives cannot cry job loss!

Even though the car is overwhelming China, 79 million bicycles were produced there in 2004, and it is still a major form of transport. The UN Food and Agriculture Organisation reported that urban and exurban farms worldwide feed over 700 million urban dwellers. In a questionnaire given to American urban gardeners, nobody said that they gardened for specifically environmental or ecological reasons, but rather to relax or to save money. The environmentalists who don't call themselves environmentalists!

In a similar way, our need to find a different source of energy is often framed by our dependence on "foreign" (read: Middle East) oil. It is this philosophy that is hastening more ecological alternatives, rather than a desire in and of itself to be ecological. In this sense, politics and the environment are very much intertwined.

Cutting Your Car Use Randall Ghent with Anna Semlyen Illustrated by Axel Scheffler New Society Publishers, 2006 ISBN 0-86571-558



Most of the readers of this magazine are already aware that curtailing one's driving can really make a difference improving vour health.

your neighbourhood, your city, and our environment at the same time. Trying to live carfree in North America, however, can prove vexing to the most concerned and determined citizens. For those in need of some help and advice, Randall Ghent has written a muchneeded North American version of Cutting Your Car Use based on the original British version by Anna Semlyen.

Cutting Your Car Use is a straightforward, compact guide that walks the reader through the reasons that we should all be driving less and the numerous

alternatives and resources that are available for those who choose to change their habits. Even in North America, there are a surprising variety of possibilities, and this non-judgmental book examines them all. In addition to obvious suggestions for replacing car trips with greener alternatives such as cycling and public transport, Ghent and Semlyen do a good job articulating some of the subtler lifestyle choices which can move a person away from car dependency e.g., deciding to work part-time or from home, using delivery services for groceries, or planning one's daily travel ahead of time.

From losing weight to quitting smoking, any book about changing habits has to walk a fine line between being encouraging and being realistic. Make the task sound too easy and people will get discouraged when quitting is tougher than they thought it

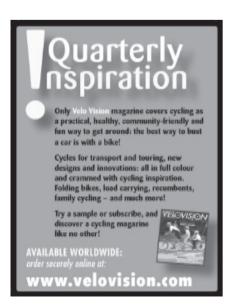
was going to be. Make it sound too tough, and people won't even try in the first place. In this case, Ghent and Semlven seem to have made a conscious choice to maintain a positive and accepting attitude, which, although a welcome departure from the standard gloom and doom approach, may underestimate the difficulty of the task at hand.

The US and Canada are built around the car, physically and emotionally, and with the exception of a few major cities, there is little culture of public transport. Reducing one's car use will, in most cases, require larger lifestyle changes for a North American than it would for a European. To reduce driving significantly may not only entail a move to a more walkable neighbourhood, but to a different city entirely. Those living outside a major urban area or in a city without adequate

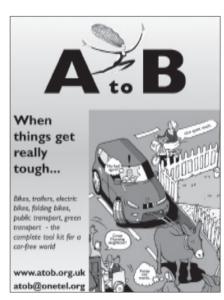


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Resources





Nonfiction

Asphalt Nation How the Automobile Took Over America and How We Can Take It Back Jane Holtz Kay, 1998, 440 pages EUR 20, £14, US\$23, AU\$32, or CZK 580

Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency.

Carfree Cities

J.H. Crawford, 2000, 324 pages EUR 30, £21, US\$35, AU\$50, or CZK 890

An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, Carfree Cities outlines a city structure carefully designed to minimise environmental impact and maximise quality of life.

Car Busters Graphics Book Car Busters, 1999, 44 pages EUR 5, £4, US\$6, AU\$9, CZK 150

Our graphics book brings together all the best graphics on file at Car Busters from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

Critical Mass

Bicycling's Defiant Celebration Chris Carlsson, editor, 2002, 256 pages EUR 20, £14, US\$23, AU\$32, or CZK 580

A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities

Cutting Your Car Use Save Money, Be Healthy, Be Green! Anna Semlyen, 2000 / 2005, 160 pages EUR 8.50, £7, US\$10, AU\$14, CZK 250

Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated edition.

Divorce Your Car!

Ending the Love Affair With the Automobile Katie Alvord, 2000, 320 pages

EUR 17, £12, US\$20, AU\$27, or CZK 500

The ultimate guide to liberating ourselves from our addiction to cars and the automobile culture. Encourages readers to change their own behaviour, and describes how.

Earth First! Direct Action Manual DAM Collective, 1998, 152 pages EUR 5, £4, US\$6, AU\$9, or CZK 150

A comprehensive guide to nonviolent direct action tactics from around the world. Includes lots of useful diagrams.

Ecocities: Building Cities

in Balance with Nature Richard Register, 2002, 296 pages EUR 14.50, £10, US\$17, AU\$23, or CZK 425

A comprehensive collection of well-researched information for concerned citizens from the author of Ecocity Berkeley: Bulding Cities for a Healthy Future and editor of Village Wisdom: Future Cities.

Cutting Your Car Use (North American Version)



Save Money, Be Healthy, Be Green! Randall Ghent, with Anna Semlyen, 2006, 128 pages US\$12, CAN\$14.40

The only practical car use reduction guide available in print. A pocket-sized book to consult regularly.

The End of the Road

Wolfgang Zuckermann, 1991, 300 pages EUR 8.50, £7, US\$10, AU\$14, or CZK 250

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact.

Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport and re-arranging our lives.

For Love of the Automobile Looking Back Into the History of Our Desires Wolfgang Sachs, 1992, 227 pages, hardcover EUR 35, £25, US\$40, AU\$68, or CZK 1,180

Home from Nowhere

Remaking Our Everyday World for the 21st Century James Howard Kunstler, 1998, 320 pages EUR 14.50, £10, US\$17, AU\$23, or CZK 425

Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged countryside" that he described in The Geography of Nowhere. Here he calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces for social interaction.

Life Between Buildings

Jan Gehl, 2001, 202 pages, fourth English edition EUR 17, £12, US\$20, AU\$27, or CZK 500

A classic is republished and revised. First published in 1971, this book is still the best source for understanding how people use urban public spaces. A standard textbook in many architecture and planning schools around the world, it is still the undisputed introduction to the interplay between design and social life.

Making Their Own Plans

Brett Bloom and Ava Bromberg, eds., 2004, 128 pages EUR 11, £8, US\$13, AU\$18, CZK 325

A compilation of articles about concrete projects seeking to reconfigure an undemocratic, polluted, gentrifying city into a more just and livable place.

New City Spaces

Jan Gehl and Lars Gemzøe, 2001, 263 pages hardcover: EUR 50, £35, US\$60, AU\$80, or CZK 1,500 Through colour photos, descriptive text and diagrams,

this informative book highlights 39 public spaces around the world that have been won back from traffic.

Placemaking Guidebook

Jenny Leis & Daniel Lerch, City Repair, 2003, 83 pages EUR 11, £8, US\$13, AU\$18, or CZK 325

Learn how to follow in City Repair's footsteps, building places where community can happen, right in the hearts of our neighbourhoods.

Coming Soon!

CARtoons (Visegrad Versions)

CARtoons by Andy Singer will soon be published in Czech, Slovak, Hungarian and Polish. Stay tuned!

Public Spaces - Public Life Jan Gehl and Lars Gemzøe, 1996, 96 pages EUR 32, £22, US\$38, AU\$50, or CZK 950

Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

Wise Fool Basics

K. Ruby, Wise Fool, 1999, 96 pages EUR 11, £8, US\$13, AU\$18, or CZK 325

Giant puppet building, masks, street theatre tips, stilt making... Full of useful information and inspiration for making direct action imaginative, artistic and endlessly

Fiction/Kids

The Age of the Bicycle Miriam Webster, 1998, 270 pages EUR 8.50, £7, US\$10, AU\$18, or CZK 250

What if one afternoon all the cars in the world slowed down and then stopped in their tracks... soon tea shops burgeoned on the interstates... rush-hour traffic went by on bicycles at an average speed of eight miles an hour..."

Alice in Underland Wolfgang Zuckermann, 1999 EUR 8.50, £7, US\$10, AU\$18, or CZK 250

Family Mouse Behind the Wheel Wolfgang Zuckermann, 1992, 30 pages hardcover: EUR 8.50, £7, US\$10, AU\$18, or CZK 250 Colourful illustrated book teaches children the problems

of car culture through the eyes of a family of mice who

The Little Driver Martin Wagner, 2003, 56 pages EUR 8.50, £7, US\$10, AU\$18, or CZK 250

decide to buy a car, with all the consequences...

"Freesources"

A growing selection of free texts available at <www. worldcarfree.net/resources/free.php>:

- Car-Free Development by Lloyd Wright
- · Energy and Equity by Ivan Illich
- Hypermobility by John Adams
- Car-Free Housing in European Cities by Jan Scheurer
- The Automobile and Décroissance by Denis Cheynet
- Time Pollution by John Whitelegg
- · Depaying the World by Richard Register
- Road Raging: Top Tips for Wrecking Roadbuilding
- The Secret History of Lead by Jamie Lincoln Kitman
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Videos



Source*

2005, 77 min., DVD, region-free PAL (plays on all PCs) - EUR 20, £14, US\$24, AU\$32 or CZK 600

The tale of the Baku-Ceyhan-Tbilisi pipeline is a tale of corruption, greed,

and Western money flowing into the oil-soaked shores of the Caspian Sea. This documentary takes you to the source of Western oil dependency and the human results of oil policy.

The City Repair Project: Transforming Space into Place 2004, 13.5 min., DVD EUR 8.50, £7, US\$10, AU\$14 or CZK 250

Highlights the incredible work of The City Repair Project in Portland, Oregon, USA, as featured in Carbusters #21.



Autoschreck / Car-Fright 1994, English or German, PAL only EUR 20, £14, US\$24, AU\$32, CZK 600 Michael Hartmann walks straight over the cars illegally parked on the sidewalk. A documentary about a man discharged from a mental hospital for being perfectly (or at least somewhat) normal.

We Are Traffic! &



Return of the Scorcer 1999/1992, 50 min./28 min., NTSC EUR 17, £12, US\$20, AU\$27 or CZK 500 Two classic biking movies now on one DVD, plus extra footage that didn't make it into the documentaries. Return of the Scorcher (1992, 28 min.) chronicles the

history of the bicycle renaissance. We Are

NEW!

Traffic (1999, 50 min.) follows the grassroots Critical Mass movement, which has brought together complete strangers in an exuberant, commercial-free public space filled with creativity & unpredictability.

NEW!

Still We Ride!



In Tandem Productions, 2005, 37 min. DVD

EUR 17, £12, US\$20, AU\$27 or CZK 500 This action-packed documentary is a glimpse into the shocking showdown between the monthly Critical Mass bike ride and New York City police in the months after the Republican National

Convention in August 2004

Carbusters Press

Bulk Discount: Ten or more CARtoons and/or Roadkill Bill books, any combination, for half price.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics Book: EUR 8.50, £7, US\$10, AU\$14 or CZK 250 CD-ROM: EUR 4, £3, US\$5, AU\$6.75 or CZK 80

A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drivethrough" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

Roadkill Bill Ken Avidor, 2001, 108 pages EUR 8.50, £7, US\$10, AU\$14, or CZK 250

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In Roadkill Bill, the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first and only time. Avidor gives voice to

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* or the equivalent in AUD or CND. Cheques: We accept US, French, British and Australian cheques made out to Carbusters. Credit card payments: www.worldcarfree.net/resources. Other payment options are listed on p. 29.

Announcements

Art Not Oil Goes on Tour Art Not Oil is an annual event aimed at encouraging artists to create work that explores the damage that oil companies are doing to the planet, and the role art can play in counteracting that damage. Art Not Oil will include paintings, photos, sculpture and other creations that address issues like climate chaos, corporate sponsorship and greenwash, and the suicidal madness that proclaims "profit is king" and "money can solve any problem."

This year's tour started August 2 in Somerset, and continues



as follows: Septermber 19 to October 12 in Norwich Cathedral, October 13 to November in Northampton, and December 21 to January 17 in Aberdeen.

For more info, see <www. artnotoil.org.uk>.

European Mobility Week and Carfree Day 2006 From September 16 to 22 European citizens will have the opportunity to enjoy a full week of events dedicated to sustainable mobility. The objective is to facilitate widespread debate on the necessity for changes in behaviour in relation to mobility and in particular to promote alternatives to the private car. As usual, the carfree day will be the highlight of the whole week. Get with it at <www.mobilityweekeurope.org>.

Climate Change Demonstrations International environmental organisations, as well as a number of political parties, have announced a global day of action against climate change for November 4 to coincide with the opening of the COP/MOP talks in Nairobi. Major organisations involved are Campaign Against Climate Change, Greenpeace Europe, Friends of the Earth Europe, WWF, the European Green Party and, of course, World Carfree Network.

Demonstrations are planned in about 20 countries already. The UK and Turkey already expect tens of thousands of people. Preparations are far more advanced this year than they were for last year's demonstrations and most countries expect to double their participation.

More information can be found online at <www. globalclimatecampaign.org>.

Mobility Photo Contest The German Traffic Club (Verkehrsclub Deutsch-land, VCD) is sponsoring a photo contest to celebrate 20 years of offering an alternative to traditional autoclubs. If you took your



World Carfree Day: Sept. 22 If you want to make an impact with a carfree event in September, it's not too late. If you're looking for inspiration, check out our website at <www.worldcarfree. net/wcfd>. It offers various resources to stimulate new ideas and help your organising effort. On it you will find links to other local organisers, reports from past events that offer creative ideas for events and activities, e-cards you can send to your friends and enemies, and more. Ideas and input are always welcome. World Carfree Day is what you make it! And don't forget to send us your street conversion photos! (See page 3.)

Towards Carfree Cities VI: Bogotá, September 20-24 Registration is open for the next Towards Carfree Cities conference, which will take place in Bogotá, Colombia. This will be an opportunity to see first-hand the profound transformation that this city has undergone, and to participate in one of its

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www.autoholics.org



Help is available. UK launch: September 22.