

# carbusters

MAGAZINE #31



ISSN 4 / 02 58 / 9154 / 8825 / 0821 / 02K 40







# How Do We Fix Our Cities?

## *The Answer Is in the Right Questions*

Half of the world's people now live in cities. To some, that is distressing news. Cities, after all, are crowded, noisy, crime-ridden, and polluted. But many of those attributes of the urban experience can be attributed to the rampant proliferation of automobiles in confined spaces better suited to people. We're here to show you that another city is possible.

Two hundred years ago, cities were vile, dirty, dangerous places to live. Features were open sewers and calls of *Gardez-l'eau!* from windows above, as buckets of excrement and slop were thrown down to the street. But then health reformers dug sewer lines and after that indoor plumbing became standard.

One hundred years ago, cities were vile, dirty, dangerous places to live. The industrial revolution packed cities tight with workers who came for jobs in multiplying factories which belched unregulated filth into the air even as work animals covered the streets with their own emissions. But then labor and other social movements pressed for change; the introduction of public transport and, yes, motor cars removed horses and their ubiquitous waste from the streets.

Today, cities are vile, dirty, dangerous places to live. Cars clog the streets; their noise, fumes, and deadly mass fray nerves, choke the air, and run people under their wheels. But now citizens are taking action, demanding that cities be built for people, not cars.

And while it may seem an uphill battle, the answer to our cities' woes might be as simple as asking the right questions.

Since the advent of the automobile, city planners, traffic engineers, and government officials have been asking, "How do we keep the traffic flowing?" And by traffic, they meant cars. People sat idly by, stuck in jams, content to complain and leave the seeking of solutions to the experts.

But now citizens and their representatives are waking up to the need for new and more socially constructive questions: How do we create quality public spaces? Where's our public transportation? Why can't we live, work, and shop all in the same neighbourhood? Who needs cars, anyway?

We don't pretend to have all the answers, but we do explore some of the questions and hope to inspire you to ask some of your own. -RZ

# CARBUSTERS

## MAGAZINE

JUL - SEP 2007  
No. 31

## REGULARS

- 4 Notable Quotables; Contributors
- 5 Letters
- 6 Car Cult Review
- 8 World News
- 12 Action!
- 14 Member Profile
- 24 Studies and Reports
- 25 Cutting Your Car Use: The Column
- 26 Book Club Reviews
- 28 Resources



### On the Cover



*"Photographed in Seattle, this really could be an image of Anyplace where cars are given top priority. The isolation, ennui, and frustration expressed by this driver are sadly universal traits wherever cities have been ceded to automobiles. This issue offers creative suggestions for changing this bleak picture." -Robert Zverina*

## FEATURES

- 10 Wheeled News**  
Special news supplement focusing on bikes
- 15 Designing Cities for People**  
Lester Brown is a man with a plan
- 16 Signs of Change**  
Large and small steps towards carfree cities
- 19 Steering Zagreb Away from Cars**  
Pippa Gallop reports how creative activism wins popular support for carfree initiatives in Croatia
- 20 Less Mobility, More Proximity: A Plea for Change in Urban Planning Priorities**  
Randall Ghent shows the answer is close at hand

### Editorial Collective:

Christi Brooks, Justin Hyatt, Bas Ruyters, Robert Zverina

### Other World Carfree Network Staff:

Kamila Blazková, Marialena Daskalaki, Randall Ghent, Radka Tichavská

### Contributors:

Jeanine Barone, Ed Beale, Lester Brown, Pippa Gallop, Randall Ghent, Sarah Kavage, Melikset Panosyan, Marc Roberts, Carla Saulter, Stephen Schildbach, Anna Semlyen, Andy Singer, Matthew Sparkes

Reprints welcome with a credit to *Carbusters* and a reference to [Carbusters.org](http://Carbusters.org) unless otherwise attributed.

Deadline for submissions for issue 32 is October 1, 2007.

Please send letters, article proposals, artwork, and photos to:

*Carbusters*, Krátká 26

100 00 Prague 10, Czech Republic

tel/fax: +(420) 274-810-849

[editors@carbusters.org](mailto:editors@carbusters.org)

[www.carbusters.org](http://www.carbusters.org)

Subscription info: page 29 and 30.

ISSN: 1213-7154 / MK ČR: E 100018

Printed in the Czech Republic on 100% recycled paper by Pematisk, Prague. Distributed by Doormouse (Canada); AK Press, Desert Moon, Small Changes, Tower/MTS, and Ubiquity (US); Central Books (UK); and many others. See [www.carbusters.org/distribution](http://www.carbusters.org/distribution) for a partial list of distribution outlets.

This publication was funded in part by the European Commission via the European Voluntary Service and other programmes. The contents do not necessarily reflect the position of the European Commission or its national agency.

*Carbusters* Magazine is a project of:

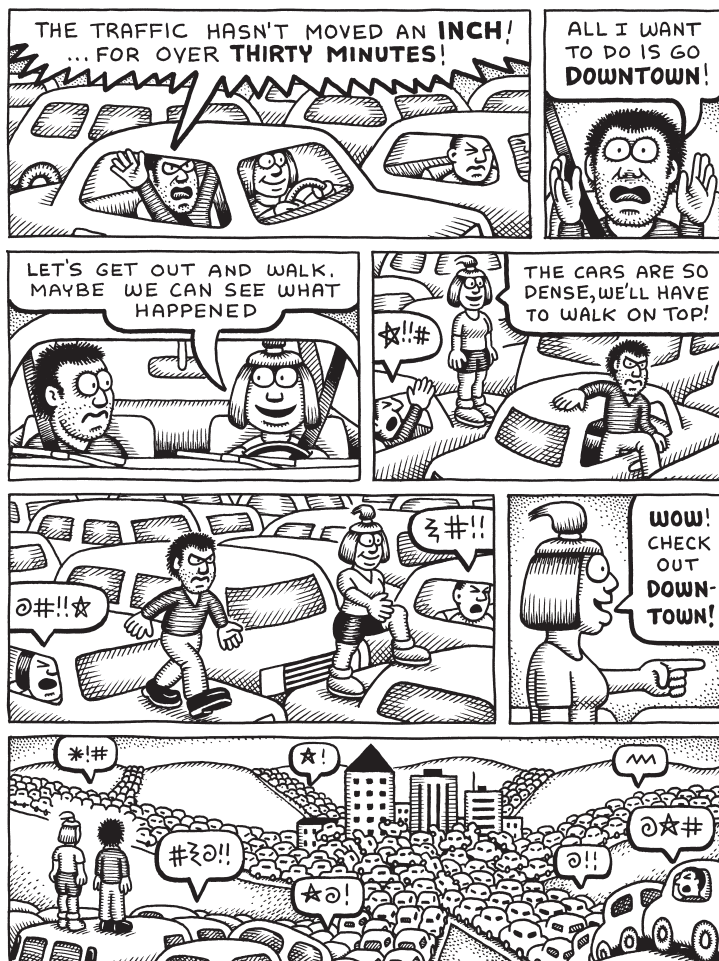


[www.worldcarfree.net](http://www.worldcarfree.net)

# notable quotables

## Comics For Vegetables

© Andy Singer



Sod the streets at once. Rip up all city streets with jackhammers and use the junk-asphalt (after melting) to create a huge parking and auto-storage lot on the outskirts of town, preferably out of sight... All public movement would be by foot and a fleet of bicycles, maintained by the city police force.

-Hunter S. Thompson, campaign platform for 1970 Sheriff election in Aspen, Colorado, which he lost by a narrow margin

High quality public pedestrian space in general and parks in particular are evidence of a true democracy at work... Parks and public space are also important to a democratic society because they are the only places where people meet as equals... In a city, parks are as essential to the physical and emotional health of a city as the water supply.

-Enrique Peñalosa, mayor of Bogotá from 1998 - 2001

We Americans now stand before a contemptuous world: bloated in our subdivisions, waddling through Big Box retail stores, languishing in ignorance and anomie — living caricatures of the grotesques of doomed empires. Therefore, we must take a long, revealing look at ourselves: Our breath stinks of carbon monoxide — it's like we've been French kissing the tailpipe of a Humvee.

-Phil Rockstroh, <Populistamerica.com>

I get lots of letters from people in various corners of the nation who are hysterically disturbed by the continuing spectacle of suburban development. But instead of joining in their hand-wringing, I reply by stating my serene conviction that we are at the end of the cycle — and by that I mean the grand meta-cycle of the suburban project as a whole. It's over. Whatever you see out there now is pretty much what we're going to be stuck with. The remaining things under construction are the last twitchings of a dying organism.

-James Kunstler, <Kunstler.com>

# CONTRIBUTORS

Want to contribute? E-mail [editors@carbusters.org](mailto:editors@carbusters.org) or see our guidelines: [Carbusters.org/submissions](http://Carbusters.org/submissions).

Jeanine Barone is a freelance writer who plans most of her trips around biking, hiking, walking or cross country skiing. She can be reached at [jbbarone2000@mac.com](mailto:jbbarone2000@mac.com).

Lester Brown is President of the Earth Policy Institute and author of *Plan B 2.0: Rescuing a Planet Under Stress and a Civilization in Trouble*.

Pippa Gallop is a Green activist working in Croatia.

Randall Ghent co-founded Car Busters (now World Carfree Network) in 1997. He currently organizes the Towards Carfree Cities conference.

Sarah Kavage is an artist and urban planner who frequently writes about urban and cultural issues for Carbusters and other publications: [Gogoweb.com/kavage](http://Gogoweb.com/kavage).

Melikset Panosyan rides Critical Mass in Armenia.

Marc Roberts posts activist comics for free download at: [Climate-chaos.blogspot.com](http://Climate-chaos.blogspot.com).

Carla Saulter is a self-described "bus chick" who writes about the carfree lifestyle for various Seattle newspapers: [Buschick.com](http://Buschick.com).

Andy Singer is the author of the carbutin' classic *CARtoons*, which has been translated into several languages. See new work at [Andysinger.com](http://Andysinger.com).

Stephen Schildbach is an illustrator, artist, and web designer living in Seattle. He favors biking, walking, and riding the bus: [Stephenschildbach.com](http://Stephenschildbach.com).

Matthew Sparkes writes about science and technology for various publications: [Mattsparkes.org](http://Mattsparkes.org).



Marc Roberts



# letters



## Prompting Action

Hi All,  
I ran across this graphic at the PROMPT site:  
<Virtual.vtt.fi/virtual/prompt>. This is an interesting resource of which many may not be aware. Can we create more and better graphics like this and get them in circulation?

J.H. Crawford, USA

Carfree.com

## The End of Autosprawl

Autosprawl, noun: the intersection and symbiosis of automobiles, sprawl, and corporate interests.

Autosprawl is wasteful in thousands of ways. Free public transit will end it. But we need to mobilise people in order to have enough power to out-vote corporate interests. People hate heavy traffic, free public transit will reduce it. People want to help poor people, free public transit will do that.

<Freepublictransit.org> is going to drive a stake through the heart of autosprawl!

Free Public Transit Advocates

via Carbusters.org

## Sacred Cars

Life is very miserable for ordinary people, especially pedestrians, in India because cars terrorise, humiliate, cripple, and kill people without check.

Public road space is officially rented out by the municipal bodies in Mumbai and some other cities for car parking. Most motorists do not like to pay for parking and flout all possible norms.

A person crossing at a traffic junction is unsafest of all as cars veer menacingly towards pedestrians.

Vidyadhar Date, journalist

Mumbai, India

## You Are Not Alone

I just have to tell you what a relief it is to find your mag! So good to hear voices like my own and know I am not alone! Phew! Bloody good!

Will be following your work in future!

Working to be carfree....

Kerry Dawborn

Melbourne, Australia

## Naked Streets

Carbusters posed this question to various lists:  
*Does anyone out there in cyberland have links/information about the effects of removing traffic regulators such as streetlights and stop signs? Does it tend to help or hinder pedestrians and human-powered transport? Salient examples?*

Here's one reply:

May I suggest a little cultural sensitivity — here in Dhaka, the streets are a big mess. When I read of people wanting to remove lane markers etc., I can only groan — maybe in Europe yes, but here? Car drivers would (and do) happily mow over pedestrians and cyclists.

I lived in Hanoi when they introduced traffic lights. The pre-lights system was wonderful, the cyclists and motorbikes all slowing down and politely weaving through each other. Each individual vehicle was like a drop of water — we functioned as a unit, not as separate entities. But one aggressive youth on a motorbike could throw that all off and force everyone else to come to a crashing halt. Then the motorbikes and general traffic increased and now it would be impossible without the signals.

Yet there is something beautiful people can learn and experience without signals. It worked great when there were fewer vehicles as there was room to maneuver around the pedestrian. But the streets are too crowded for that now, and there is never a break in the flow of motorbikes turning or going straight.

Debra Efroymson

Dhaka, Bangladesh

## Journey of Discovery

I would just like to inform you about the community of "Discovery Bay" in Hong Kong. This is a community of around 25,000 people where no private cars are allowed at all — no exceptions — the only access is by public bus or by ferry.

Transportation within the DB community is by bicycle, public bus, or taxi. Goods vehicles for delivering produce to shops and residences can obtain access permits.

The system works exceedingly well, with added benefits of providing a safe environment for children who are able to walk and play freely, plus an almost non-existent crime rate (it seems to me that without a "get-away" car, there is less temptation to commit burglaries or other crimes). In fact, I wonder if any research has been conducted to determine if there is any relationship between crime rate and car availability. I think possibly not because there are so few "carfree" settlements that there is no statistically reliable data. Nevertheless, it would not surprise me if it was found that there is a very strong link between crime and the ready availability of a car to use get away from the scene anonymously.

To continue this train of thought, I am sure that the popularity of the concept of carfree communities would increase significantly if it could be shown that greatly reduced crime rates would follow automatically.

Best regards,

Dave King



Gareth Timms, Beta.zoomr.com/photos/GarethT

# CAR CULT Review

***"That's my heart, my dream. That's my girlfriend, the love of my life. The cops can crush my car, but they can't crush my memories."***

- Charles Hoang, 18, whose 1998 Acura Integra was impounded and put into a compactor after he was caught illegally street racing.

## Good Old Boys on the Moon

2007 marks the 25<sup>th</sup> anniversary of Apollo 16 astronaut John Young's April 1972 hotdogging lunar dune buggy ride, which was filmed and narrated by colleague Charles Duke with a west Texas twang: "Ah, man you are really bouncing! He's got about two wheels on the ground — he turned sharp! Hey that's great. There's a big rooster tail out on all four wheels. As he turns, he's skiing — the back end breaks loose just like on snow. Come on back, John! Man, I'll tell you, Indy [short for Indianapolis, Indiana, host to an annual motor race] has never seen a driver like this. OK, when he hits the craters it starts bouncing is when he gets his rooster tail. He makes sharp turns."

The moon had been woefully lacking automobiles until 1971.



## 10 commandments for motorists

The Vatican's office for migrants and itinerant people issued Ten Commandments for motorists. Cardinal Renato Martino said the Vatican wanted to address the pastoral needs of motorists because driving has become such a big part of contemporary life.

- 1 You shall not kill.
- 2 The road shall be for you a means of communion between people and not of mortal harm.
- 3 Courtesy, uprightness and prudence will help you deal with unforeseen events.
- 4 Be charitable and help your neighbour in need, especially victims of accidents.
- 5 Cars shall not be for you an expression of power and domination, and an occasion of sin.
- 6 Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so.
- 7 Support the families of accident victims.
- 8 Bring guilty motorists and their victims together, at the appropriate time, so that they can undergo the liberating experience of forgiveness.
- 9 On the road, protect the more vulnerable party.
- 10 Feel responsible toward others.

When not ensconced in his bulletproof popemobile meeting the masses, the pontiff has his choice between a Volvo SUV or VW limousine, both gifts from car companies eager for his blessing. His holiness's gently used VW Golf was auctioned for \$250,000 in 2006.

- *TheStar.com*

## Smart Cars for Stupid People

Those who need help locating parking spots, keeping tabs on wayward teenagers or staying awake behind the wheel will be happy to know about the latest innovations aimed at making truly "smart cars" a reality. At a conference held in Melbourne, companies from Australia and Taiwan were discussing their plans for revamping the car environment.

The plans include turning cars into mobile iPods by offering passengers the ability to watch movies, surf the internet, download music and play electronic games against people in other cars while drivers listen to real-time traffic updates and locate vacant parking spaces with the push of a button.

Developers hope that some of the devices will help improve driver behaviour. Optalert glasses, for example, will give fatigued drivers a wake up call when the infrared monitor detects that the driver is nodding off at the wheel. There is, of course, the question of whether such devices encourage drivers to trust the machines so much that they make unwise decisions, like driving while drowsy.

Some of the technology displayed at the conference is already being supplied to certain automakers, like BMW, Toyota and VW.

- *COSMOS Magazine*

## Chitty Chitty Cha-Ching!

*Chitty Chitty Bang Bang* fan Ralph Spencer shelled out over US\$500,000 for the red and yellow winged roadster that starred in the film. Spencer — who defended his extravagant purchase by saying, "I've always liked the car. I was a fan of the movie" —

bought the car on June 2 at a specialty auction. The roadster was previously on display at the Chicago restaurant JR's Retreat, before owner Jim Rich sold it to help pay off his bankruptcy debt. The winged vehicle is worth US\$980,000 according to a 1998 appraisal by Auction President Dean Kruse, so it looks like someone got a bargain. Spencer also owns the 1966 "Batmobile."

- *ChronicleHerald.ca*

## Like Earning \$3/Hour

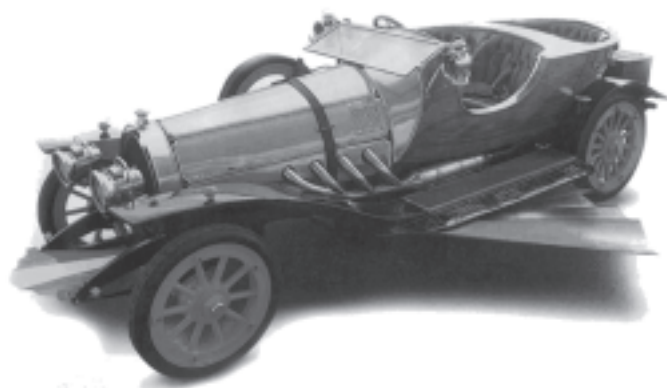
Bob Oyster's going out of business sale drew thousands of San Franciscans to his South Market gas station. In a protest against Shell's "price-gouging" of independent station owners, Oyster had previously raised prices to US\$4.00 per gallon. He said that Shell's high rent prices made it impossible for him to make a profit without charging that much. Later, he decided to just close the station, but two days before turning the keys over to Shell Oyster dropped prices to US\$2.99 per gallon. The long-time gas station owner said he would pump gas at that price until the last 6000 gallons were gone, in an effort to make a statement about Shell's treatment of the "little guys" who run franchised stations.

The lines started early in the morning and were still long at 1 p.m. when a computer problem forced attendant Si Wong to stop pumping. Wong simply held an "All Out" sign in the window to let customers know. Some customers, like Avon Curtis, drove long distances and waited 90 minutes or longer. Curtis said the four dollars she saved was worth it to her as a single mom of six and new home owner on a tight budget, "I have to budget my money. I fill up every five days."

- *SFGate.com*

## Cheaper Cars for All!

Automaker Renault-Nissan is racing to build the cheapest car ever before India's Tata Motor's releases its US\$2,500 subcompact car next year. The price war between a global auto industry giant and the small Indian manufacturer could





have as much impact on today's auto industry as Henry Ford did a century ago with the release of the Model T. The Director of the Paris based Monitor Group calls low-cost cars that are still safe and comfortable "the single most important trend in the automotive industry today."

It is a fad that marks an abrupt shift into reverse, after years of auto manufactures increasing prices on mass-market cars. Experts compare the discounting trend to similar recent developments in a variety of industries from air travel to fashion, saying that the price wars are likely to affect all types of vehicles — from SUVs to sedans. The price development has been increasing access to vehicle ownership for millions in emerging market countries, but cheap cars are proving just as popular in established markets as in the developing world. All other major manufactures are launching production of their own "21<sup>st</sup> Century Model T," and market researchers project that cars priced under US\$10,000 will account for one-fifth of all auto sales by 2012.

- MSNBC.com

## Efficiency Is Not the Answer

Claiming that the increased fuel efficiency standards put US automakers at a disadvantage and have "no near term effect on oil consumption," the Alliance of Automobile Manufacturers (AAM) has set up a website to rally US citizens to oppose the higher fuel economy standards. Visitors to the website are encouraged to pressure their elected officials not to pass more stringent Corporate Average Fuel Economy (CAFE) regulations. AAM provides statements for visitors to insert into the letters they write to legislators such as, "I value fuel economy, but I also want many other attributes in my automobile like safety, passenger and cargo room, performance, towing, hauling capacity and more," and, "Rather than setting a harmful mandates like the one being proposed, the government should encourage the use of alternative fuels like ethanol, and provide incentives for consumers, like me, to purchase alternative fuel autos."

The AAM — which represents BMW, DaimlerChrysler, General Motors, Mazda, Mitsubishi, Porsche, Toyota and Volkswagen — is being supported by complementary campaigns run by specific automakers, such as General Motors.

- Greencongress.com (This Week in Sustainable Mobility)

## Frybrid Vehicles

McDonald's Franchise owner Robert Tomey sees the left-over vegetable oil from his deep fryers as his contribution to limiting climate-change. He has converted his Volkswagen Beetle and the company's Ford pick-up truck to run on used vegetable oil from his four restaurants. Tomey

says that the engine on his Beetle, which bears vanity plates reading "Frybrid," runs cooler than it did on regular diesel. "It's incredible," says Tomey, "I want everyone to do this." Tomey says that the current "gas-crunch" is making a positive impact by "converting cars and minds." He hopes that soon he'll be using his 10,000 gallons of used vegetable oil from four McDonald's franchises to fill tanks instead of trash cans.

- MSNBC.com

## Driven mad

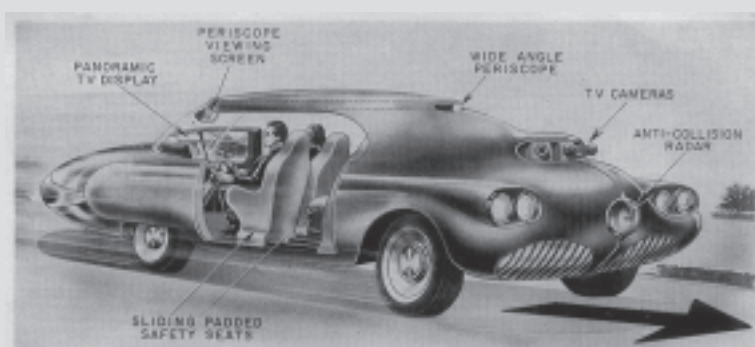
Now here is a novel idea to solve The Netherlands' endless traffic jam problems — from the boss of the Dutch construction industry lobby group: build new roads, but don't let anyone drive on them.

Elco Brinkman tells the *Financieele Dagblad* that this is the only way to stop the country becoming gridlocked. New road projects are being put on hold because of worries about air quality — of the 24 new roads, 16 cannot be given the green light because of pollution fears. But at the same time, the government has set aside EUR4bn to fund all the projects and it would be a pity to let the cash go to waste. So, he says, why not let

the builders build the roads, but refuse to let drivers use them until the worries about air quality have been soothed? Cars are becoming less polluting all the time, so once air quality standards can be met the roads can be given a "users licence" and opened to traffic.

Only a cynic would suggest that the real advantage is that the road builders themselves could continue to earn their fat cheques while all the wrangling over permits and pollution continues. And of course, the fury of motorists stuck in jams despite all the kilometres of untouched tarmac will lead to intense lobbying for the new roads to be opened up to cars anyway, permit or not.

- Dutchnews.nl



Early predictions of a shiny future. Evidence of technophilia.

## Car Cult Images

Here are a few early images from the annals of a passing era.



The world's highest measure of disparity?

# world news

## Norway Pledges Zero Emissions by 2050

Norway, which already manages most of its energy needs with hydroelectricity (a "clean" energy source), has pledged to reduce its emissions to zero by the year 2050. Officials are inking a plan to tackle climate change by forcing consumers and manufacturers to bear a more realistic financial burden of their climate damaging indulgences.

The measures taken to accomplish that goal will be largely related to transport, with economic incentives coming in the form of more realistic prices on everything from air travel to imported goods. "The price tags on products will have to reflect the distance they have travelled," said Helge Drange, a scientist at the Nansen Environmental Research Centre.

The government will start buying more local products and charging more for imported goods, instituting financial incentives for SUV owners to swap their gas-guzzling tanks for smaller and more eco-friendly vehicles, and increasing the cost of airline tickets to compensate for CO<sub>2</sub> emissions.

- Wbcsd.org

## Americans Driving... Less?

The average American motorist is driving substantially fewer miles for the first time in 26 years because of high gas prices and demographic shifts, according to a USA TODAY analysis of federal highway data.

The growth in miles driven has leveled off dramatically in the past 18 months after 25 years of steady climbs despite the addition of more than 1 million drivers to the nation's streets and highways since 2005. Miles driven in February declined 1.9% from February 2006 before rebounding slightly for a 0.3% year-over-year gain in March, data from the Federal Highway Administration show. That's in sharp contrast to the average annual growth rate of 2.7% recorded from 1980 through 2005.

- UsaToday.com

## Sustainability 1, 2, 3

Three years ago, the UK launched the Sustainable Travel Towns scheme, aimed at decreasing motor travel. Now research shows it is working, with three of those towns seeing significant decreases in car trips.

Cycling has really taken off in Darlington where trips by bike have increased 79% in the three years since the scheme started. Car trips in Peterborough are down 13%, and Worcester has seen a 17% increase in the number of pedestrians.

The towns used a variety of targeted outreach

techniques to make these impressive strides and were congratulated by Transport Minister Gillian Merron, who said, "These results show that simple things like giving people information about public transport, starting car share schemes and encouraging people to walk and cycle more can have startling results... I hope that this trend will continue, and that more and more local authorities will learn from these towns' example."

- BikeForAll.net

## Towards a Carfree China

Over 100 Chinese municipalities will join in World Carfree Day activities on September 22. The municipalities will ban autos from certain areas and force government officials to leave their cars at home, in the first government-sanctioned World Carfree Day festivities there. Beijing's decision to join hundreds of urban centres globally in going carfree shows that Chinese officials are beginning to accept that the environment and urban infrastructure cannot sustain unrestrained growth in car transport. After years of urban planning that favoured the automobile over the bicycles that once ruled China's roads, the populous nation rose to the world's number three automobile producer and second largest car market last year. In a report on the planned activities, official Beijing media outlet Xinhua called on city officials in Beijing and across China to "set an example in taking part in this activity by going to work by public transport, walking or riding bicycles."

Many have also expressed concern that one day will do little to reduce urban car use in China, but Xinhua points out that participating cities have made pledges promising to implement "at least one new green transport policy" and to improve public transport. These pledges mimic the Permanent Change Charter associated with European Mobility Week, which culminates in a carfree day on September 22. Such pledges are

exactly the aim of the 2007 World Carfree Day theme, "Go Carfree, and Don't Stop!"

- Financial Times Deutschland <FTD.de>

## Used Zealand

Instead of trading in an old clunker for credit toward a shiny new set of wheels, New Zealand is asking folks to consider a more sustainable exchange. The government is offering Kiwis US\$400 worth of public transport tickets in return for their used cars in a pilot programme designed to reduce car use in the country. The trial will run for six weeks and target cars that have failed environmental standards tests or are in danger of not passing the next inspection. The plan will also ensure that these old cars are recycled.

Objectives of the pilot programme include reducing auto emissions, protecting public health and recycling resources.

- Tvnz.co.nz

## Parks are for People

San Francisco drivers received demotion slips, at least for the summer, when officials decided to extend the Sunday ban of cars in certain areas of Golden Gate Park. Every Saturday between May 26 and September 30 cyclists and pedestrians will get free reign of the typically car-crowded John F. Kennedy Drive (the main drag running through the state park). Auto-bans were already in force in certain areas of the park on Sundays, and the decision to make summer weekends carfree concludes a seven-year debate on the issue.

San Francisco is not alone in launching carfree zones, and urban planners say the trend is rapidly gaining ground in cities across the US. New York proposed banning cars from roads around Central Park all summer, Atlanta is turning unused and poorly maintained land into bike friendly greenspace, and cities from Philadelphia to Texas are planning events to promote carfree days in public parks.

- Christian Science Monitor



The JFK Drive in San Francisco will have weekly car-bans between May 26 and September 30.

Photo: Peter Chu, Flickr.com



## News in Brief

It may soon cost US\$8 to drive into the busiest parts of Manhattan. New York City Mayor Michael Bloomberg's congestion-pricing plan has won the endorsement of the federal government and of New York Gov. Elliot Spitzer. Most New York residents and commuters are already onboard.

- RZ

The board of directors of San Francisco's BART commuter rail system voted to increase service despite a US\$28 million cut in funding under Hummer-driving California governor Arnold Schwarzenegger's new proposed budget, which slashes US\$1.3B from public transport statewide. Tom Radulovich, a BART director from San Francisco, said the board's vote can be used "just to make a point to the governor that he's being a jerk."

- SFgate.com

In what environmentalists are calling a startling rebuke to company management, 31% of ExxonMobil shareholders voted in favor of a resolution calling on the company to set global warming emission targets for both its products and its operations.

- Emagazine.com

Automotive giants General Motors, Ford and Chrysler are among 23 corporations which have pledged to support the US Climate Action Partnership (USCAP), a coalition of businesses and environmental leaders urging the federal government to quickly enact strong national legislation to require significant reductions of greenhouse gas emissions.

- Us-Cap.org

A controversial plan to build a highway through virgin forest in northeast Poland hit a roadblock on April 18 when a court cancelled its construction permit.

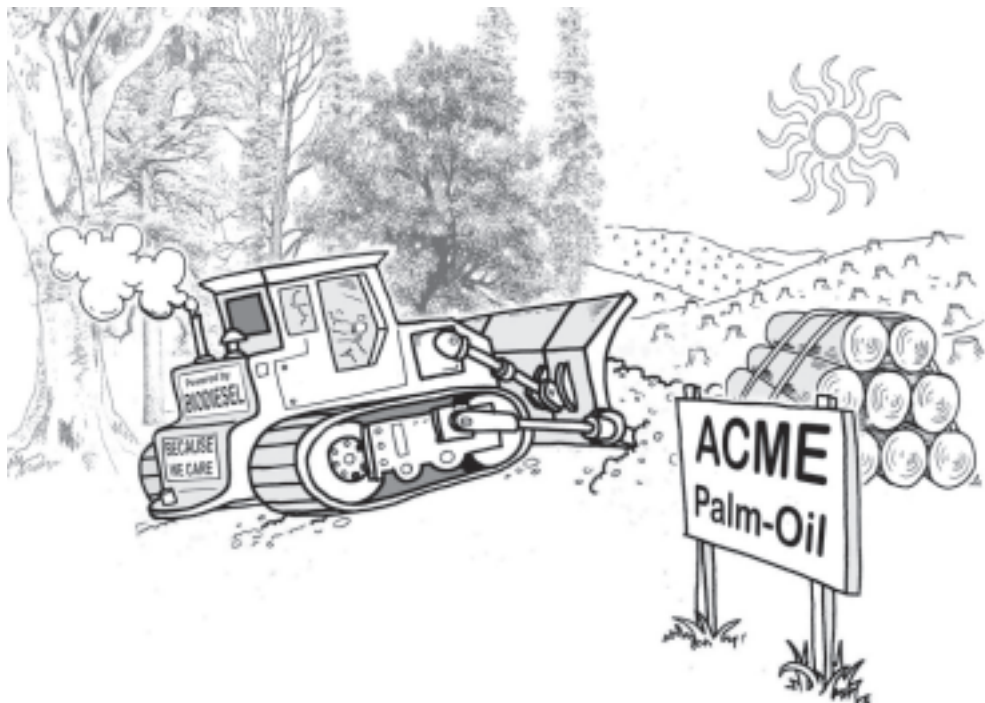
- Worldcarfree.net/viabaltica.php

The quarter-century ban on drive-thru windows will continue in San Luis Obispo, California. Supporters of the ban say the issue is not just about pollution, but getting people out of their cars to enjoy the city.

- RZ

A firm which advises councils on green transport has come under fire for banning its staff from cycling to work. Jacobs Engineering Group has sent an e-mail to employees advising them to drive or use public transport. The firm, which has advised Transport for London (TfL) on sustainable transport, said it wanted to protect staff from road accidents.

- News.bbc.co.uk



*The hidden cost of biofuels. Marc Roberts, <climate-chaos.blogspot.com>.*

## EU Funding Climate Change

A new report from CEE Bankwatch Network provides findings that the multi-million euro loans of the European Investment Bank (EIB) in the transport sector are helping to fuel climate change and have made little or no contribution to the more progressive goals of the EU White Paper on transport, especially those on modal shift and decoupling transport from economic growth.

The report "Lost in transportation: the European Investment Bank's bias towards road and air transport" analyses the EUR112 billion that the EIB provided to transport projects in the period 1996-2005. In terms of annual loan volumes, the EIB is the biggest public international financial institution in the world and its activities are supposed to promote the policies of the European Union.

Drawing on case studies of controversial EIB-backed transport projects, the report's findings are alarming, and include:

- \* Over half of the EIB's total transport investments in the ten-year period have gone to roads and air transport; in Central and Eastern Europe (CEE) this figure stands at 68 per cent.

- \* The total likely annual CO<sub>2</sub> emissions from selected EIB-financed airport expansion projects such as Heathrow Terminal 5, Schiphol 5th runway and Madrid Barajas Terminal 4, if the new capacity is fully used (45.15 mt), are more than the individual total annual CO<sub>2</sub> emissions of New Zealand, Switzerland, Ireland, Norway or Slovakia.

- \* The car industry — with notable clients including Jaguar, Volkswagen and Land Rover — dominates the EIB's lending to the industrial sector, with 31% of EIB industry loans worldwide

supporting car manufacturing at least three times more than any other industry sector. Support for car manufacturing makes up 63% of EIB industry investments in CEE.

Anelia Stefanova, Bankwatch's Transport coordinator, said: "All the evidence points to the EIB's tendency to be led by its clients' wishes rather than responding to the long term challenges facing Europe and the rest of the world, such as decreasing greenhouse gas emissions from the transport sector, decreasing the sector's oil-dependency and decoupling transport and economic growth. The planes, loans and automobiles culture at the EIB has to end!"

One root cause of the climate-change fuelling practices identified in the new report is that the EIB has no transport strategy of its own and assesses each project individually rather than examining the impact of its overall portfolio it is supposed to follow the EU's transport priorities but tends to neglect the most progressive ones such as moving traffic onto rails and addressing transport growth.

Magda Stoczkiewicz, Bankwatch's Policy coordinator, said: "We believe that the EIB's financial clout could make it a key source supporting environment friendly and low carbon European transport development. To achieve this, we are recommending the elaboration of a clearly defined EIB transport sector operational policy which would give priority to public and inter-modal transport as well as to cleaner and more efficient transport technologies."

"Lost in Transportation: The European Investment Bank's Bias towards Road and Air Transport" is available for download at <BankWatch.org>.

# wheeled news

## Critical Mass vs. Big Brother in Belarus

From May 15 to 20, the Belarussian Social Forum (BSF) took place outside Minsk, Belarus with about 150 Belarussian and international activists meeting to exchange knowledge and strategies. Included were Critical Mass (CM) participants from Belarus, Armenia and Ukraine. The repressive regime in Belarus is very intolerant of any political dissent in general. Political meetings of any kind that include foreigners are illegal. Therefore, such meetings rarely take place and are political actions of themselves.

The BSF provided a unique venue to discuss political alternatives and activist initiatives within Belarus. A diverse range of topics was discussed, such as alternative media, ecology, globalisation and anarchism. Cycling activists living in ex-Soviet countries also took this opportunity to meet and discuss campaigns and action strategies. It was a great opportunity to learn about the origins of the CM movement in Belarus, and how it functions in a country with so many restrictions concerning actions, political organisation and campaigning.

The idea of Critical Mass in Minsk was inspired by a big ride that happened in Moscow in Spring 2005. Shortly thereafter, CM took place in Minsk, in April 2005. About 30 participants gathered at a prearranged meeting point where they decided their route. At these early stages CM was planned in the last minutes before the ride, including decisions about where they would go and for how long, and sometimes this was even decided along the ride itself.

Now, because CM has grown in size and road rules have changed, actions usually happen on predefined routes and organisers provide this information to road police on the riding day.

On average about 100 to 120 participate in the ongoing rides that take place on the last Friday of each month, usually from April until October. It is usually not possible to bike in winters. Recent changes to cycling laws in Belarus have made it worse for CM actions and cyclists in general. Bicycles are only allowed to ride in bike lanes; it is forbidden to cycle on sidewalks and streets. The confusing and frustrating thing is that there are very few streets in Minsk that have bike lanes and,

therefore, it is forbidden to ride on most of the streets in the city. The CM movement in Belarus will focus on continuing their attempts to draw attention to cyclists' rights and the importance of promoting cycling through actions and campaigns.

I [*Melikset Panosyania, writer of this article*] asked some riders their thoughts on Critical Mass:

**Why do you participate in Critical Mass?**  
I have been a part of CM since the very beginning — May 2005.

For me Critical Mass is a place to exchange information; a social sphere to talk and freely communicate with people who share similar ideas and try to make even a little change in the place where we live.



*SILENCE = MORT*

**What is the public reaction? Is there any resistance to CM?**

People on the streets are getting really happy with the scene, they show confirming signs with their hands, sometimes clap. At the beginning even car drivers seemed to be OK with the bikes. It started to change slowly and now most of the drivers don't seem as calm as they were. I guess they started to mistrust what the movement is about.

Once, during a ride we were passing near a couple of break-dancers in the street. When seeing us they got really excited and started dancing right in the middle of the road. In general we have the impression that people are positive towards us.

During the rides we usually occupy the rightmost lane of the roads. If the trashes [police] appear we move onto sidewalks but than again back to the street. The Road Police are really tolerant and we now cooperate with them, but the Special Forces (OMON) give us a hard time. Sometimes the rides are escorted by a bus, full of trashes from Special Forces. We are ready to fight for the right of living the way we want.

**Why do you ride in Critical Mass?**

I have been riding for a year, since spring 2006. I want to gain a better city and infrastructure in order to make possible the dream of living in a place, in a city with less pollution, better and equal spaces.

**What is the public reaction? Is there any resistance to CM?**

Most of the people in the streets are positive towards our movement, some drivers are positive and others are really assholes. We are used to their swearing.

There is one thing that is really confusing and frustrating. There are some cyclists who are against CM. They're the ones who don't cycle in the city but only to the countryside and back. They think that CM is attracting the attention of the police and authorities, thus making difficulties for cyclists in general.

The cycling laws are not developed well enough in the city. There are some rules that make cycling in the city really difficult.

I am sure that our group will grow bigger and on our rides we will continue showing our existence and demand our rights from the responsible authorities.

- *Melikset Panosyania*





## 10,000 on BicyCity in Brussels

On Sunday May 6, 10,000 cyclists participated in the BicyCity event organised by *Fietzersbond Brussel* and *GRACQ-Les Cyclistes*. From different places in Belgium cyclists set off to meet in Brussels, forming a parade seven kilometres long. Inspired by Berlin's *Sternfahrt*, the cyclists traveled the final distance on highways, this time closed to cars.

Organiser Bernard Dehaye from GRACQ said, "This success is a sign that the bicycle is not just a means for leisure-time transport, but a legitimate way to move from one place to another."

## Bike Detector

At a traffic intersection in *Grijpskerke*, The Netherlands, an electronic warning sign is being tested which lights up in the presence of cyclists, thus alerting drivers to lower their speeds. Initial results have been encouraging:

<[Verkeerskunde.nl/moxie/actueel/nieuws/fietsverklipper-benvloedt.shtml](http://Verkeerskunde.nl/moxie/actueel/nieuws/fietsverklipper-benvloedt.shtml)>.

Photo: Uriel Aharonov, Dead-sea.org.il



*On the second annual Tour of the Dead Sea Bicycle Rally (to promote awareness of this ever-shrinking body of water), some of the 1,100 cyclists and their families gathered for a ceremony on the shore of the Dead Sea where they poured fresh water from bottles into the sea – symbolic of the waters' need to be replenished. -Jeanine Barone*

## Conquer the Divide

The Great Divide Race is an annual self-supported endurance mountain bike ride following the 2,490-mile Great Divide Mountain Bike Route along the US portion of North America's continental divide. Traversing Montana, Idaho, Wyoming, Colorado, and New Mexico, riders gain – and lose – over 200,000 feet of elevation while crossing the continent's spine 28 times.

In classic touring tradition, riders are entirely self-supported, carrying everything they need – food, water, shelter, tools – on their bikes and backs, making the Great Divide Race not only the world's longest mountain bike race, but the most challenging cycling competition in existence.

"People who ride the Divide Race have no interest in a pit crew, in having pacers, in having support, or anything like that," says race organiser Mike Curiak. "They want the all-encompassing race, where not only do they have to ride, they have to make their own meals, fix their bike, navigate, all that stuff. They want the ultimate challenge." There is no entry fee, nor are there any prizes given out.

Jay Petervary, a 35-year-old from Jackson, Wyoming, won this year's event with a record-breaking time of 15 days, 4 hours, and 18 minutes, averaging 166 miles of steep riding every day for more than a fortnight.

- [Adventurecycling.org](http://Adventurecycling.org)

## Flying Bicycles Goes Sky-high

Flying with a bicycle just became more expensive. Maybe.

Formerly treated as any other piece of luggage, partially disassembled boxed bicycles are now subject to additional handling fees of up to US\$150 each way for either domestic or international travel, depending on the carrier.

Earlier this year, almost simultaneously, a number of airlines began adding handling fees to checked bicycles, which had previously flown free. Baggage regulations still vary by company.

I called the first four airlines which came to mind, with these results: Northwest/KLM is the worst, with a US\$150 charge each way.

Continental Airlines still allows you to replace a suitcase with a bike box weighing up to 30 kg for free. Northwest/KLM frequent flyer miles may be used at Continental, so you can save the fee by switching over.

American Airlines invokes a maximum linear dimension (length + width + height) of 62" (155 cm), which is far smaller than anything except a child's or folding bike. Anything larger costs US\$100 each way.

United – which must be the airline for retirees because it's the only one which offered a rotary dial phone option – offered a weird and encouraging twist. Like American, they set a maximum linear dimension of 62" for domestic flights. But for international, boxed bikes under 50 lbs (23kg) fly free because "a lot of people go to Europe on bike tours."

This is just a partial sample. If you must fly, do your own phone research first, so at least you won't be penalised for bringing a bike. But be warned that it will take a lot of time to wade through the labyrinthine voicetrails. Often, the quickest way to reach a human is by repeating "agent, agent, agent..." in a robotic voice. But to me this is somehow demeaning, which is one more reason why I don't fly. -RZ



## Taking the Long Way Around

On June 18, Tom Allen and Andrew Welch set out on a dream of a lifetime round-the-world bikeride to encourage people to get outside and discover and appreciate the natural environment, and to learn how best to look after it.

The duo intend to take themselves out of the carbon equation, showing others how this lifestyle can be lived on a shoestring and with practically no environmental impact. Solar power will be used to charge cameras, phones, GPS units and other battery-operated devices, and locally-sourced food will ensure that money goes directly to those who need it.

Track their progress at <[ride-earth.org.uk](http://ride-earth.org.uk)>.



*Superman or Superfish? Transitman <Transitman.org> promotes ridership of Seattle's under-utilised bus system, seeking to "save the world through simple choices." Meanwhile, in the UK, Sardineman <Sardineman.org.uk> has wriggled into the corridors of power by drawing attention to overcrowding on the country's rail system. The world needs more heroes such as these.*

## Budapest CM Tops 50,000

On April 22 (Earth Day), 50,000 cyclists participated in the Budapest Critical Mass. The president of the Republic, László Sólyom, rode along, as did the mayor of Budapest, Gábor Demszky. Debrecen, a town of 200,000 had 3,200 people participate. The town of Kaposvár, population 70,000, had 400 to 500 riders.

One of the organisers commented, "This is the first Critical Mass here which hasn't been accompanied by a lot of negative sentiment from other spectra of society or the media."

- *Criticalmass.hu*

## Critical Subterfuge

In Budapest's sister city New York, the NYPD's obsession with harpooning Critical Mass was thwarted by quick-thinking cyclists who began the April 27 ride by boarding the city's subway — which has no restrictions on bicycles — thus leaving the motorised police behind wondering who to harass next.

See: <[youtube.com/watch?v=LEPUchyKIAQ](http://youtube.com/watch?v=LEPUchyKIAQ)>.

- *Todd Edelman*

## World Naked Bikeride

On June 9 and 10, in over 60 cities across the world, people were riding bikes naked to celebrate cycling and the human body. The ride demonstrates the vulnerability of cyclists on the road and is a protest against car culture.

"Bikes and naked bodies harm nobody — car fumes and accidents kill tens of thousands every year in the UK alone and are driving us all to climate chaos. It is time more motorists stripped off their armour plating and moved around more gently on this earth," said Duncan Blinkhorn, co-organiser of the Brighton, England ride.

See it all: <[worldnakedbikeride.org](http://worldnakedbikeride.org)>

## 250,000 Cyclists Jam Berlin's Autobahn

More than 250,000 cyclists flooded Berlin on June 3 for the biggest Star-ride (*Sternfahrt*) ever. This year's motto was "Respect for Cyclists."

"Others are talking about climate protection, cycling is active climate protection," says Susanne Grittner, one of the heads of Berlin's cycling club ADFC, a lead organiser of the ride.

Participants joined any one of 18 routes into the city centre and met at "Great Star" and the Brandenburg Gate. At Brandenburg Gate they joined the Eco festival (*Umweltfestival*), the biggest eco-market in Europe, with live music and political discussions.

Riders called on Berlin's government to improve conditions for cyclists. They demanded more on-street cycle paths, which they hold to be the safest solution for cyclists.

More and more, Star-ride is an international event. This year, there were cyclists from all neighbouring countries — and even some from beyond Europe.

The next Star-ride occurs June 1, 2008.

- *Adfc-berlin.de/home/termine2/sternfahrt*

## June 8 vs. G8

June 8 was an international day of action to "challenge the fossil fuel madness of the G8 governments and their oil-addicted business buddies." The 15 actions on four continents included gas station blockades, street theatre, Critical Mass rides and surprise tactics — one activist even super-glued herself to the front door of Lastminute.com (a broker of "last second" low-cost airfares) to block the office.

- *Risingtide.org.uk*

## SUV Critics Co-opt Contest

In a savvy attempt to save money on creative copywriting costs, General Motors created a nifty website to coax ideas from the public for yet another sterile sport utility vehicle marketing campaign, but it's doubtful that the best results of the "make-your-own Tahoe ad contest" will make it to TV. Nonetheless, the hijacked adverts made rapid rounds of the internet as subverters webcast their efforts.

While GM provided the online tools to let the creative juices flow, SUV critics took the opportunity to let their feelings show in ads that linked the vehicles to global warming and inconsiderate drivers. The contributors' sometimes off-colour text was superimposed on video of the new 2007 Chevy Tahoe tooling down an open road in the mountains or some other grandiose landscape:

"This powerful V8 engine gets only 15 miles per gallon. In a world with limited resources, you don't need a GPS to know where the road leads. Our planet's oil is almost gone. Peak oil is here. Maybe you should walk," one ad said.

"Larger than any normal mortal really needs with four-wheel drive for conditions you'll probably never encounter, and size to intimidate other drivers and damage others' cars more than yours," another said. "Gives you false confidence, so you can continue to drive like a heedless jerk, because you're the only one on the whole damn planet."

- *Antone Gonsalves*

<[itnews.com.au/newsstory.aspx?ClanID=31376](http://itnews.com.au/newsstory.aspx?ClanID=31376)>



On June 9 a 'hi-rider' participated in Brighton, England's Naked Bikeride.

Photo: Rick Parkin



## Lexus Advert Banned in UK

Ten customer complaints were all that was needed to get the Advertising Standards Authority to investigate and ban a Lexus advert in the UK recently. The advert claimed of the RX 400h, "High performance. Low emissions. Zero guilt," which some people found misleading.

The ASA agreed, saying that it incorrectly implied that the car caused little or no harm to the environment. They stated that the carbon dioxide emissions for the large SUV (aka 4x4) were high compared with other cars and that any claims on efficiency in the future must be backed up.

Fuelling bureaucracy and needlessly complaining about any and all car adverts would be counter-productive; however, this is a fine example of what community action can do when car makers go too far and break the rules. It's an effective way of calling out green-washing.

Next time you see an ad that claims unlikely fuel efficiency or environmental benefit, you may want to consider making a complaint. In the UK you can contact the ASA <asa.org.uk>, and in the US you can contact the FCC <fcc.gov>.

- Mattsparkes.org

## Sweden Calls Bullshit

The consumer protection agency in Sweden has banned the car pusher Kia from advertising the Picanto Eco as an environmentally friendly vehicle. The motivation is that all cars have an adverse effect on the environment and therefore advertising any car as environmentally friendly is inherently misleading. This has far reaching consequences as it means that in the future no car manufacturer can use the phrase *miljövänlig* (environmentally friendly) in their propaganda in Sweden. Could this become a EU norm?

- Ian Fiddies

## Roll 'Em!

Over 11,000 people attended the 7<sup>th</sup> Bicycle Film Festival (BFF) in New York City from May 16 to 20. After New York, the festival is moving to 16 cities around the world, including Toronto, Tokyo, Sydney, Vienna and Barcelona. The BFF has also branched out to include an art show (*Joy Ride*) and concert series.

- Bicyclefilmfestival.com

## Carfree Day(s) Pledge

It's a fact: when you write it down, chances are you'll do it. Inspired by outspoken Buddhist teacher and Nobel Prize winner Thich Nhat Hanh, <Car-free-days.org> invites you to pledge days you will abstain from using a car. It emphasizes carfree living throughout the year, not only on World Carfree Day (Sep 22). You can find carfree advice and other tips to protect the earth from global warming. There's also a community space for sharing ideas about making every day carfree.

- Car-free-days.org

## Thousands Answer Call to "Step It Up"

On Saturday, April 14, US citizens held over 1,300 demonstrations, actions and events across the country to put pressure on the federal government to regulate carbon emissions. Participants in every event were photographed displaying the message: "Step It Up Congress! Cut Carbon 80% by 2050!" The photographs were sent to Washington, DC so Members of Congress could see that their constituents demand bold action.

"The forces of inertia and business-as-usual are still in control," writes Bill McKibben of Step It Up, the organising force behind the day, "and only our voices — united and loud, joyful and determined — can change that reality."

- Stepitup2007.org



Photo: Craig Quirino, Sand Key Reef, Florida

*In over their heads? SCUBA activists send a message to the US Congress as part of Step It Up, a concerted effort calling for immediate action to regulate carbon emissions.*

## Veni, Vidi, Vivoleum

Imposters posing as ExxonMobil and National Petroleum Council (NPC) representatives delivered an outrageous keynote speech to 300 oilmen at GO-EXPO, Canada's largest oil conference, held at Stampede Park in Calgary, Canada on June 14.

The speech was billed beforehand by the GO-EXPO organizers as the major highlight of this year's conference, which had 20,000 attendees. In it, the "NPC rep" was expected to deliver the long-awaited conclusions of a study commissioned by US Energy Secretary Samuel Bodman. The NPC is headed by former ExxonMobil CEO Lee Raymond, who is also the chair of the study.

In the actual speech, the "NPC rep" announced that current U.S. and Canadian energy policies (notably the massive, carbon-intensive exploitation of Alberta's oil sands and the development of liquid coal) are increasing the chances of huge global calamities. But he reassured the audience that in the worst case scenario, the oil industry could "keep fuel flowing" by transforming the billions of people who die into oil.

"We need something like whales, but infinitely more abundant," said "NPC rep" "Shepard Wolff" (actually Andy Bichlbaum of the Yes Men), before describing the technology used to render human flesh into a new Exxon oil product called Vivoleum <vivoleum.com>.

"Vivoleum works in perfect synergy with the continued expansion of fossil fuel production," noted "Exxon rep" Florian Osenberg (Yes Man Mike Bonanno). "With more fossil fuels comes a greater chance of disaster, but that means more feedstock for Vivoleum. Fuel will continue to flow for those of us left."

The oilmen listened to the lecture with attention, and then lit commemorative candles supposedly made of Vivoleum obtained from the flesh of an "Exxon janitor" who died as a result of cleaning up a toxic spill. The audience only

reacted when the janitor, in a video tribute, announced that he wished to be transformed into candles after his death, and all became crystal-clear.

At that point, Simon Mellor, Commercial & Business Development Director for the company putting on the event, strode up and physically forced the Yes Men from the stage. As Mellor escorted Bonanno out the door, a dozen journalists surrounded Bichlbaum who, still in character as "Shepard Wolff," explained to them the rationale for Vivoleum.

"Without oil we could no longer produce or transport food, and most of humanity would starve. That would be a tragedy, but at least all those bodies could be turned into fuel for the rest of us."

"We're not talking about killing anyone," added the "NPC rep." "We're talking about using them after nature has done the hard work. After all, 150,000 people already die from climate-change related effects every year. That's only going to go up — maybe way, way up. Will it all go to waste? That would be cruel."

Security guards then dragged Bichlbaum away from the reporters, and he and Bonanno were detained until Calgary Police Service officers could arrive. The policemen, determining that no major infractions had been committed, permitted the Yes Men to leave.

"Putting the former Exxon CEO in charge of the NPC, and soliciting his advice on our energy future, is like putting the wolf in charge of the flock," said "Shepard Wolff" (Bichlbaum).

"Exxon has done more damage to the environment and to our chances of survival than any other company on earth. Why should we let them determine our future?"

By the time of this writing, <vivoleum.com> had been already "cease and desisted" out of existence, but more of the Yes Men's serious pranking can be seen at their website:

- Theyesmen.org



# member group profile

## Carfree Housing for the UK

by Ed Beale

There is a noticeable change in new houses being built in the UK today. After decades of building sprawling cul-de-sac suburbs, new housing is being built to higher densities both in the centre and at the edge of the city.

It is a welcome change — the cul-de-sac suburbs are too low density to support any shops or facilities, and thus the people who live in them have little choice but to use cars for almost everything.

But the government policy to build new housing at higher densities — prompted by people's unhappiness at the amount of the countryside being built upon — does not in itself reduce the numbers of cars. Many of the new developments are still being built on the edge of towns, where there are no shops or local services, there are no decent public transport links, and having a car is still seen as essential by residents. And even where city centre sites are redeveloped, there is often an assumption that car parking must be provided for every apartment, even though statistics show that some 30% of households in UK cities live without a car. As a result, higher density housing has not so far reduced traffic and congestion continues to grow.

“ ***Carfree UK encourages developers and planning authorities to consider carfree housing where there are local shops and services and/or there is good public transport.*** ”

Despite this, there are signs of hope. Some parts of London have policies which specifically encourage carfree housing developments, and UK national planning guidance is supportive of carfree housing. Unlike most of Europe, there are no minimum parking requirements in the UK. Developers and planning authorities can build housing with no car parking if they choose. However, awareness of carfree housing and the benefits it can bring is very low. This is why we set up a new campaigning organisation called Carfree UK in 2006 and joined World Carfree Network as a member organisation.

Carfree UK encourages developers and planning authorities to consider carfree housing where there are local shops and services and/or there is good public transport. We network and use local media to raise awareness of general and targeted campaigns. This approach has had early success, with encouraging signs that the developers of the St-Mary-le-Port site in Bristol city centre will be making it carfree.

For developers, not having to provide car parking saves a considerable amount of money, especially where underground car parking might otherwise have been necessary. The space saved by not providing parking can be used to provide green spaces, raising the value of the development, or it might allow more housing units to be built.

Building carfree also opens up sites to development in central locations where the road network cannot accommodate any extra cars and where normally either the local government or local residents would block developments which would add extra cars to the roads.

For planning authorities, carfree housing contributes to environmental targets; it can enable more housing units on the same amount of city land; and it supports the vitality of the city and the local traders as carfree residents are likely to spend their money locally.

For tenants or home buyers, carfree housing is cheaper than housing with a parking space included; and in bigger developments there are quality carfree spaces inside the development where children can play and neighbours can meet one another without traffic danger and noise.

Until now, the few carfree developments in the UK have been developed as social housing by Housing Associations, who found that most of their tenants did not own a car anyway. The first development was Slateford Green in Edinburgh in 1999, built by Canmore Housing Association and Malcolm Homes, consisting of 120 flats on a former railway goods yard. The flats are built around a carfree central courtyard with shared space around a central reed pond. A perimeter pedestrian and cycle path also provides service access and disabled parking.

Bush Homes in West London are another Housing Association which has taken the carfree housing form as a useful model for affordable housing in a very expensive part of London. They have developed several small carfree sites already, with others being planned or built. The largest is a development of 170 apartments, live/work units plus a supermarket. Although not yet completed, 50% of the buyers have already

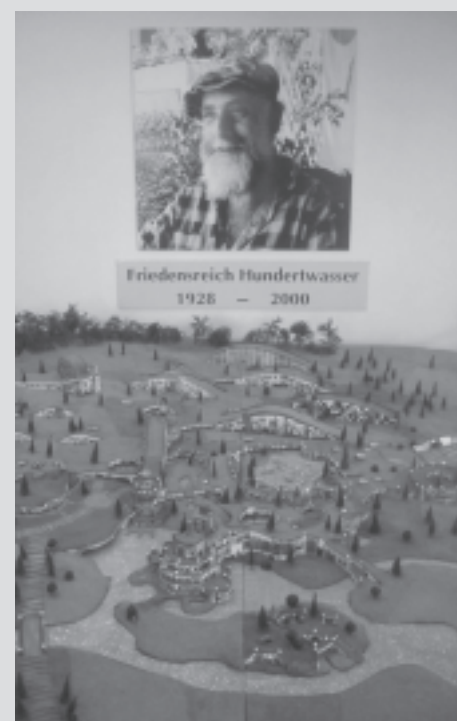
signed up for the on-site Car Club, which will have cars available for short-term hire, enabling those who need occasional access to a car to do so without having to own one. Bush Homes have found that where carfree developments are situated close to public transport links and are architecturally attractive, then few buyers have questioned the lack of parking.

Carfree housing in the UK seems to be an idea whose time has come. Our aim is that every time a site with good local shops and facilities and good public transport links comes up for development, those involved will think, “We could build carfree housing here!” 🐼

Ed Beale is a transport planner and co-founder of Carfree UK <[www.carfree.org.uk](http://www.carfree.org.uk)>.

## Carfree Utopia

Sometimes called the Gaudi of Vienna, world-renowned artist and proto-ecologist Hundertwasser once built a scale model of his ideal human village. Curving paths, rounded corners, green rooves contiguous with the ground, and irregularly placed windows and doors all attested to his desire to advance society beyond strictly rectilinear thinking. In 1996, a partial version of his carfree utopia was built in rural Austria. The result is Bad Blumau, a geothermal mineral spa which gives visitors an unforgettable taste of how our communities could be built given sufficient creative vision and political will.





# Designing Cities for People Rather than Cars

by Lester R. Brown

As I was being driven through Tel Aviv from my hotel to a conference center a few years ago, I could not help but note the overwhelming presence of cars and parking lots. Tel Aviv, expanding from a small settlement a half-century ago to a city of some 3 million today, evolved during the automobile era. It then occurred to me that the ratio of parks to parking lots may be the best single indicator of the livability of a city — whether a city is designed for people or for cars.

The world's cities are in trouble. In Mexico City, Tehran, Bangkok, Shanghai, and hundreds of other cities, the quality of daily life is deteriorating. Breathing the air in some cities is equivalent to smoking two packs of cigarettes per day. In the United States, the number of hours commuters spend sitting in traffic going nowhere climbs higher each year.

In response to these conditions, we are seeing the emergence of a new urbanism. One of the most remarkable modern urban transformations has occurred in Bogotá, Colombia, where Enrique Peñalosa served as Mayor for three years, beginning in 1998. When he took office he did not ask how life could be improved for the 30% who owned cars; he wanted to know what could be done for the 70% — the majority — who did not own cars.

Peñalosa realized that a city that is a pleasant environment for children and the elderly would work for everyone. In just a few years, he transformed the quality of urban life with his vision of a city designed for people. Under his leadership, the city banned the parking of cars on sidewalks, created or renovated 1,200 parks, introduced a highly successful bus-based rapid transit system, built hundreds of kilometers of bicycle paths and pedestrian streets, reduced rush hour traffic by 40%, planted 100,000 trees, and involved local citizens directly in the improvement of their neighborhoods. In doing this, he created a sense of civic pride among the city's eight million residents, making the streets of Bogotá in strife-torn Colombia safer than those in Washington, DC.

Enrique Peñalosa observes that "high quality public pedestrian space in general and parks in particular are evidence of a true democracy at work." He further observes: "Parks and public space are also important to a democratic society because they are the only places where people meet as equals... In a city, parks are as essential to the physical and emotional health of a city as the water supply."

He notes this is not obvious from most city budgets, where parks are deemed a luxury. By contrast, "roads, the public space for cars, receive

infinitely more resources and less budget cuts than parks, the public space for children. Why," he asks, "are the public spaces for cars deemed more important than the public spaces for children?"

Now government planners everywhere are experimenting, seeking ways to design cities for people, not cars. Cars promise mobility and they do provide it in a largely rural setting. But in an urbanising world there is an inherent conflict between the automobile and the city. After a point, as their numbers multiply, automobiles provide not mobility but immobility. Congestion also takes a direct economic toll through rising costs in time and gasoline. And urban air pollution, often from automobiles, claims millions of lives.



**Cover of 1961 Czech literary magazine. Haven't we waited long enough to address the problem?**

Another cost of cities that are devoted to cars is a psychological one: a deprivation of contact with the natural world, an asphalt complex. There is a growing body of evidence that there is an innate human need for contact with nature. Both ecologists and psychologists have been aware of this for some time. Ecologists, led by Harvard University biologist E.O. Wilson, have formulated the biophilia hypothesis, which argues that those who are deprived of contact with nature suffer psychologically and that this deprivation leads to a measurable decline in well-being.

Throughout the modern era, budget allocations for transport in most countries — and in the United States, in particular — have been heavily biased toward the construction and maintenance of highways and streets. Creating more livable cities and the mobility that people desire depends on reallocating budgets to

emphasize the development of rail- or bus-based public transport and bicycle support facilities.

The exciting news is that there are signs of change, daily indications of an interest in redesigning cities for people, not for cars. One encouraging trend comes from the United States. Public transport ridership nationwide rising by 2.1% per year since 1996 indicates that people are gradually abandoning their cars for buses, subways and light rail. Rising gasoline prices are encouraging still more commuters to abandon their cars and take the bus or subway or get on a bicycle.

When Beijing decided to promote an automobile-centered transport system, a group of eminent scientists in China protested. They pointed out that the country does not have enough land to accommodate the automobile and to feed its people. What is true for China is also true for India and dozens of other densely populated developing countries.

Some cities are far better at planning their growth than others. They plan transport systems that provide mobility, clean air, and exercise — a sharp contrast to cities that offer congestion, unhealthy air, and little opportunity for exercise. When 95% of a city's workers depend on the automobile for commuting, as in Atlanta, Georgia, the city is in trouble.

By contrast, in Amsterdam only 40% of workers commute by car; 35% bike or walk, while 25% use public transit. Copenhagen's commuting patterns are almost identical to Amsterdam's. In Paris, just under half of commuters rely on cars. Even though these European cities are older, with narrow streets, they have far less congestion than Atlanta.

Not surprisingly, car-dependent cities have more congestion and less mobility than those that offer a wider range of commuting options. The very vehicle whose great promise was personal mobility is in fact virtually immobilizing entire urban populations, making it difficult for rich and poor alike to move about.

Existing long-term transport strategies in many developing countries assume that everyone will one day be able to own a car. Unfortunately, given the constraints of land available for cars, not to mention those imposed by oil reserves, this is simply not realistic. These countries will provide more mobility if they support public transport and the bicycle. 🚲

*Adapted from Chapter 11, "Designing Sustainable Cities," in Lester R. Brown's Plan B 2.0: Rescuing a Planet Under Stress and a Civilization in Trouble (New York: W.W. Norton & Company, 2006), available for free downloading and purchase at <earthpolicy.org/Books/PB2>.*

# SIGNS OF CHANGE

Top-down and bottom-up initiatives large and small are changing the faces of cities



## City of the Future?

The oil-rich emirate of Abu Dhabi will be home to the world's first zero-carbon, zero-waste city — Masdar, a 6 million square meter development that will use the traditional planning principles of a walled city, together with existing technologies, to achieve a truly sustainable urban design.

The 2.5 square mile city will focus on mixed-use, high-density development. Rooted in a zero carbon ambition, the city will be carfree. With a maximum distance of 200m to the nearest transport link and amenities, the compact network of streets will encourage walking and is to be complemented by a personalised rapid transport system. The shaded walkways and narrow streets will create a pedestrian-friendly environment in the context of Abu Dhabi's extreme climate. It also articulates the tightly planned, compact nature of traditional walled cities. With expansion carefully planned, the surrounding land will contain wind, photovoltaic farms, research fields and plantations, so that the city will be entirely self-sustaining.

Chief architect Norman Foster says, "The environmental ambitions of the Masdar Initiative — zero carbon and waste free — are a world first. They have provided us with a challenging design brief that promises to question conventional urban wisdom at a fundamental level. Masdar promises to set new benchmarks for the sustainable city of the future."

- Fosterandpartners.com

## Thou Shalt Ride

Mexico City mayor Marcelo Ebrard is leading the way in a new effort to get Mexicans out of their cars. The first public official to start cycling to his office, Ebrard's proposal that all Mexico City officials cycle to work instead of driving has become regulation, with city workers being ordered to bike rather than drive once a month. The mayor and other officials hope that the new regulation will help reduce traffic and pollution in one of the most congested cities in the world. In cases where cycling is a health problem or the journey is too long, the mayor says that workers will be allowed to use public transport but not to drive. Ebrard has published an urban cycling guide for Mexico City and plans additional efforts aimed at reducing car use, such as tax incentives for employers encouraging alternative transport and improvements to public transport. The mayor has set a goal to increase bicycle use by 4.3% over the next six years.

- Bbc.co.uk/2/hi/americas/6519601.stm

## Complete Streets

"Complete streets" is the concept that public roads should be designed for all users, including pedestrians and bicyclists. Designing roads to accommodate active transportation eases congestion, reduces pollution, and improves public health. It is also the right thing to do. Our roads are a public asset, and complete streets legislation ensures that one group of users is not unfairly favored over another.

- Completestreets.org



*The city of Portland, Oregon has begun moving bike racks off sidewalks [pavements] and onto streets, thus decongesting pedestrian areas and reclaiming space from the automobile. The structures are 37 feet long, include 11 "staple" racks each, and are segregated from the street by a raised safety curb.*

## Make Your City Livable

Livable City provides an excellent example of a cohesive grass-roots effort which is organized, articulate, and effective. While their activities are focused on San Francisco, their website merits study and imitation: <Livablecity.org>.

## Moving Goods without Bads

Inspired by Dutch human-powered transportation practices, the New Amsterdam Project's pedal-powered pick-up and delivery services provide regularly scheduled delivery services for businesses and organizations in Boston and Cambridge, Massachusetts. Delivery routes can be created and maintained by their professional drivers. With a polylingual website, NAP is offering its business model for worldwide replication.

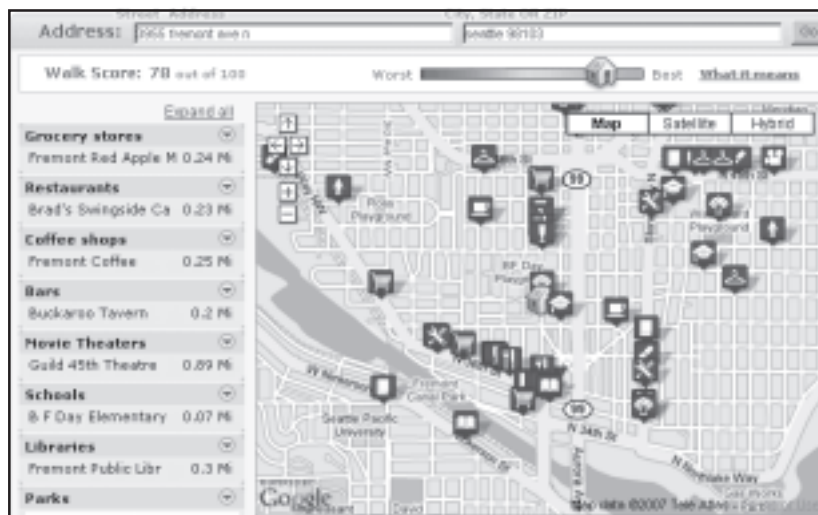
- Newamsterdamproject.com

## Street Conversion by Design

In response to opportunities to transform less-trafficked streets into pedestrian oases, forward-thinkers in San Francisco have adopted these core design values, which provide practical guidelines for repurposing auto-centric spaces to adaptable human-scale uses:

- Inclusive & public.
- Pedestrian. Close street to automobile traffic.
- Simple & adaptable. Accommodate a wide range of uses and users.
- Active edges. Line the edges of the new plaza with cafés with outdoor seating.
- Open center. Free of permanent fixtures, large enough to accommodate special events and moveable public seating.
- Green. Incorporate nature through landscaping and green design principles.
- Integrate public art. Temporary art exhibitions, performances and installations.

- MintplazaSF.org



Walkscore.com



## Scoring Walkability

Designed to help people find neighbourhoods best suited to the carfree lifestyle, <Walkscore.com> is a new website which calculates the walkability of any given address in the US by measuring distances to nearby stores, restaurants, schools, parks, and other essential goods and services. Because it piggybacks on existing online mapping services, the Walk Score concept could easily find legs elsewhere, as well.

By framing walkability as a selling point, Walk Score encourages the development of walkable places. The website also provides useful metrics and definitions of walkability for people new to the idea.

The walkability of an address depends on how far one is comfortable walking, but most factored destinations fall within a 1.5 mile radius.

The cumulative Walk Score for a location is a number between 0 and 100:

- 90 - 100 = Walkers' Paradise: Few people own cars and walking is the norm.
- 70 - 90 = Very Walkable: Very walkable and it's easy to get by without owning a car.
- 50 - 70 = Some Walkable Locations: Residents use their cars frequently.
- 25 - 50 = Not Walkable: Although possible to walk to some locations, driving is the norm.
- 0 - 25 = Driving Only: Residents walk only from their houses to their cars.

### How It Works

Walk Score™ uses a patent-pending algorithm to calculate the walkability of an address based on:

- The distances from address to walkable locations.
- Calculating a score for each of these locations.
- Combining these scores into one easy to read Walk Score.

### How It Doesn't Work

Walk Score provides a quantitative assessment of the walkability of different addresses. However, the following factors contribute to the walkability of a neighbourhood but are not part of the algorithm:

- Street width: Narrow streets are better for walking because they slow traffic.
- Block length: Short blocks are better so that it is easier to navigate the grid.
- Freeways: Freeways can divide neighbourhoods and hurt walkability.
- Public transit: Good public transit is important for walkable neighbourhoods.
- Aesthetics: Are the sidewalks shaded by trees? Are there appealing parks and public spaces?
- Pedestrian-friendly design: Are buildings close to the sidewalk with parking in back? If buildings have large parking lots in front, they are not inviting to pedestrians.

While it may not be a definitive guide, Walk Score is a step in the right direction! -RZ

## Is Sprawl Against the Law?

For decades, California has suffered from something akin to multiple personality disorder — while simultaneously being at the forefront of environmentalism, California is also known for its love of the automobile as exemplified by its sprawling suburban tracts and car cult mecca LA. Now, California's pioneering state law AB32 (which sets limits on global warming emissions) is colliding with one of the state's most ingrained legacies: urban sprawl.

In litigation and legislation, environmentalists, lawmakers and Attorney General Jerry Brown are using AB32 to argue that the state must rethink the kind of immense and far-flung housing developments that have defined California land-use patterns for decades.

The global warming fight has given new ammunition to the battle against sprawl, which detractors argue creates more cars on the road and energy use and is therefore a key ingredient in the climate-change crisis that threatens the California coastline and snowpack.

The need to rein in sprawl has not received much attention from governor Schwarzenegger. But experts, including the governor's own climate advisers, argue that changing the way housing is developed is key to meeting the emissions reductions specified by AB32.

Those changes, aimed at nothing less than altering how and where Californians live and encouraging a car-crazy state to drive less, may be the most profound — and difficult — challenge for the state's global warming fight.

There are at least seven lawsuits around the state using the global warming threat to challenge building or planning proposals by developers and local governments. Targets include proposals to build an 11,000-home development

in Lathrop, a 2,600-home development in Riverside County, and a facility that would make agricultural compost in San Bernardino County. "We think these lawsuits are way ahead of the game," noted Tim Coyle of the California Building Industry Association, a lobbying group for home builders.

But the lawsuits broach a topic that virtually every climate-change expert in California agrees on: Sprawl is contributing to global warming. Low-density housing developments built far from where people work, and far from public transport, increase everything from the energy use generated to bring water to outlying areas to the amount of miles people drive in their cars. Brown's lawsuit against San Bernardino, which is one of the fastest-

growing counties in the country, notes that the current population logs 28 million miles per day in vehicles.

The answer to this, many agree, is to change land development patterns to encourage more high-density housing near public transport and employment centers to get people out of their cars.

Jackalyn Pfannenstiel, chair of the California Energy Commission, says the state has pursued laws to reduce greenhouse gas emissions from cars, ratcheted up regulations requiring more energy-efficient buildings and homes, and initiated efforts to increase the use of renewable power, "But while all of these different pieces of the global warming puzzle are being addressed, we also need to look at the system as a whole. You can have more efficient cars and houses, but until we get to a point where people don't have to drive to do anything, from buying a loaf of bread to going to work, we won't be truly addressing climate change."

- Mark Martin, SFgate.com

“  
***You can have more efficient cars and houses, but until we get to a point where people don't have to drive, we won't be truly addressing climate change.***  
”

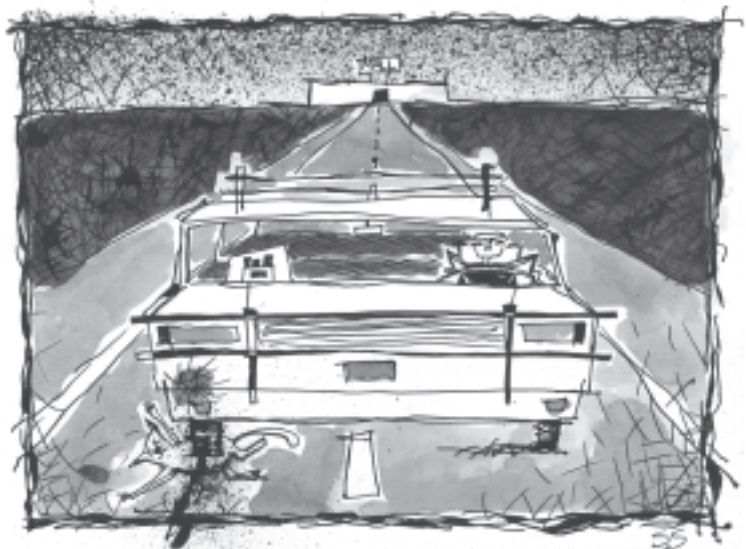
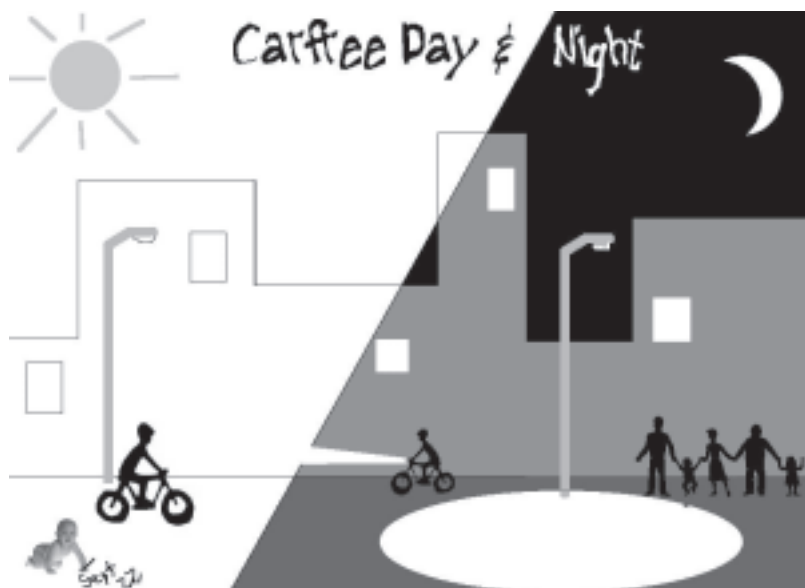


Illustration: Stephenschildbach.com



Did you know that most cities in the world are already carfree? Maybe not completely, and certainly not for long, but almost any place you can think of experiences some short intervals, usually around 4 in the morning, where motor traffic can't be seen, smelled, or heard. Anyone who has experienced this latenight oasis of calm has likely come away with a greater appreciation for the potential of carfree zones.

In Toronto and elsewhere, *Nuit Blanche* [White Night] events — where art galleries and museums stay open all night — have brought tens of thousands into the streets for midnight socializing and fun. No doubt part of that success can be attributed to the relative lack of automotive traffic.

This year, World Carfree Day (Sep 22) falls on a Saturday, which makes conditions ripe for all-day and -night street celebrations. As you plan your activities, please consider making it an all-night party.

Carfree Day planning tips at <[Worldcarfree.net/CFD](http://Worldcarfree.net/CFD)>. -RZ

## Overheard...

One of the great pleasures of taking public transport is overhearing the conversations of fellow passengers. Carla Saulter, Seattle's self-described Bus Chick, has turned eavesdropping into an art. Here, in honor of the close of the school term, she shares some of her favorite under-18 "overheards":

### On Work...

A group of teenage boys is antagonizing a fortysomething man dressed in work clothes and boots.

Boys' ringleader: "Man, I make more in an hour than you probably make in a whole day."

Fortysomething man: "I make 54 bucks an hour."

BR: "Seriously? What do you do?"

FM: "Electrician. Journeyman."

Random boy: "You work every day?"

FM: "Seven days a week."

BR: "Dang — you're pulling in some serious cheese."

The bus reaches fortysomething man's stop, and he gets off.

BR, to his friends: "I'd stop hustling for a job that paid like that."

### On Orientation...

Boy 1: "You have Miss Mendoza this year?"

Boy 2: "Miss Mendoza went to Mexico."

Boy 1: "For real?"

Boy 2: "I think she left because everybody found out she was a lesbian. She told the whole class and told us not to tell anybody, but we went around and told everybody."

### On Punctuality...

Boy 1: "What time does first period start?"

Boy 2: "Second period started seven minutes ago."

### On Love...

Teenage boy 1: "Boys II Men was depressing."

TB 2: "Depressing how?"

TB 1: "Depressing like, 'I will never go to another R&B show unless my girl is there.'"

- Carla Saulter, <[Buschick.com](http://Buschick.com)>



Photo: Adam Edwards, Victoria, BC, Canada



# Steering Zagreb Away from Cars

by Pippa Gallop; photos courtesy of Zelena-akcija.hr

Milan Bandić, the mayor of Zagreb, Croatia, is a confident man, and until recently he had good reason to be so. Despite being caught drunk-driving after being involved in an accident, fleeing from the police and having to resign in 2002, the docile citizens of Zagreb (or at least the few who voted) were kind enough to re-elect him in 2005, creating an aura of invincibility, which he has cultivated with the usual populist tactics. When he recently boasted on national television that he will raise household bills in the city again and people will still vote for him, it was hard to be sure if he might be wrong. Yet recent events suggest that the spate of ludicrous transport projects he is unleashing on the city may prove to be clouds with silver linings.

Hardly a fortnight has passed in the last year in Zagreb without some hare-brained transport scheme being announced, not to mention the rash of underground garages already being planned near the city centre. The first reaction was quiet hopelessness — how could we make something as mundane as underground garages into a popular topic? Our first efforts were not encouraging — our CarFree Day action attracted only a little media attention and little interest from passers-by — so we decided to do something that could not be ignored, blocking the street leading towards one of the new garages and sitting on chairs to illustrate the traffic queues expected to form there after the garage opens. The action plan was unfortunately leaked to the police, who turned up with enough vans to arrest all the participants, but at least the media covered the event well.

Then came the Grand Plan for the Northern Bypass and Medvednica Tunnel. It is hard to convey the absurdity of these projects to anyone who has not seen Zagreb, but try to picture a city that is elongated from west to east, with a long mountain on the northern side. The city is doing its best to expand up the mountain, but much of it is still designated as a Nature Park protected area. On the other side is a sparsely populated area known as Zagorje, which is reachable by both road and rail links going around the mountain. But no! Going around the mountain is not good enough. We must go *through* the mountain. And we must build a bypass linked to the tunnel, so that Zagreb has motorways on all four sides. Why should Zagreb city centre be congested from only three sides when it could be from all four?

The sober observer may ask how it is possible to build a motorway in an area where there is no flat land, but gravity never stopped mayor Bandić: We can build it in the sky and in tunnels! For 27 km of bypass, 15 tunnels and 13 viaducts would be needed, costing an extraordinary EUR1.2 billion.

A new rumble of discontent could be heard: in December 2006 an open letter signed by 39 architects, urban planners and academics was published, opposing the bypass and tunnel projects and demanding that the money should be spent on public transport instead. A later public meeting on the subject organised by Green Action was totally packed, and was mentioned by Bandić during an appearance on national television in which he notoriously stated that he would not meet with the opponents of his projects and that if they think they can do better then they should run for election.

Meanwhile, a new front was opening up in the discussion on underground garages in the city centre. "Total Sell-Out! Zagreb Ltd." shouted the massive banner that almost covered a building on Zagreb's central "Flower Square" one morning in December. The "Right to a City" initiative, which started out campaigning on youth cultural issues, had uncovered a project by tycoon Tomo Horvatinčić to tear down a block of elegant but neglected old houses on one side of the square, and replace them with glass-and-steel luxury apartments, a shopping mall and an underground garage for 700 cars.

At first Horvatinčić's proposal received almost universal praise from the media, with features such as "This man wants to beautify Zagreb" and other thinly-disguised PR. However, Right to a City's dramatic banner action and repeated protests of the secrecy surrounding the project attracted massive attention and the Flower Square project soon became a hot topic.

A group of actors joined in, protesting the destruction of a house in the block where famous Croatian poet Vladimir Vidrić was born, by holding a reading of his poetry on the square — over 1,000 people attended, making it one of the largest protest gatherings in Zagreb in recent years. The media debate heated up further, with numerous talk shows devoted to the topic in which Horvatinčić showed himself to be more interested in insulting his opponents than addressing their arguments. In early 2007, over 50,000 signatures were gathered against the project, and discussions showed that surprisingly, compared with the apparent apathy of less than one year ago, the underground garage and loss of part of the pedestrian zone at its entrance featured heavily in people's opposition to the project.

Most recently, the Earth Day activities of Green Action and Right to a City were devoted to opposing the project and getting citizens involved in having a say on the city they want to see. Besides the traditional concerts and street stalls, this year's Zagreb Earth Day also took an unexpected twist on April 22...

An unlucky policeman on his quiet Sunday shift who had just popped off for some doughnuts (no, really!) returned to his post in Gundulićeva street to find that it had been suddenly transformed into a pedestrian zone by 150 people who had placed flowerpots and barriers across the street, and were enjoying their newly reclaimed public space, playing ping-pong, badminton, football, listening to music, reading newspapers, chatting with friends, and drinking free tea. The pedestrian zone in the centre of the city hadn't been expanded for 30 years, and people felt it was about time, not to mention that pedestrianising Gundulićeva street would halt the Horvatinčić project by blocking the entrance to the planned garage. Reclaiming streets may not be a new idea elsewhere, but it was the first time that it had ever happened in Croatia and the atmosphere was scintillating.

Bemused police tried to figure out what to do but the best they could come up with was bringing in the mobile crane normally used to remove (a few) illegally parked cars. It didn't work — it was hardly suitable for lifting large flowerpots and the driver, finding the whole thing entertaining, wasn't too keen to help. The young police officers threatened to arrest the person appointed for police liaison, at which point she dropped to the floor to make it more difficult. The cops looked at each other and then asked, "Are you alright, ma'am?"

The action ended at the pre-arranged time, just as the riot police started to arrive, and the police liaison was taken to the police station for questioning. Later, out of the glare of the media, a call from above caused her to be formally arrested and she was held overnight, as if she would repeat the offence if let out. An appearance at the court the next morning brought sympathy from the judge, who said that there would have to be a fine, but that it would be as low as possible, and the action also earned unexpected praise from staff at the detention centre, who thought it was great.

There is still a long way to go. New underground garage projects in the centre are still being announced with alarming frequency, and there are wacky plans to lift a railway line into the sky to make more room for offices and car parks. It is already too late to stop some of the garages near the centre, but the massive growth in transport activism in Zagreb gives reason to be hopeful.

The first results are already starting to show: Horvatinčić recently announced that the Flower Square project could be modified to move the entrance to the garage away from the pedestrian zone and make the underground garage just for residents — not good enough, but at least an admission that public opinion cannot be completely ignored. Bandić has also recently failed by a wide margin to be chosen as chairman of the SDP, Croatia's main opposition party, and was beaten by a relatively unknown newcomer. It's a race against time to see how much damage to Zagreb can be avoided, but the authorities have got the message that they can no longer act with impunity — Zagreb belongs to its citizens. 🐾



# Less Mobility, More Proximity: A Plea For Change In Urban Planning Priorities

by Randall Ghent

This is not a theoretical paper. It is a plea for a change in thinking.

Since the rise of mass car ownership, transportation has dominated our urban planning priorities. We have sacrificed the near in our attempts to access the distant. We have become mobility consumers, travelling increasingly greater distances at increasingly greater speeds. As a result, we are increasingly alienated from our immediate environment. As John Adams writes, "In *hypemobile* societies, old-fashioned geographical communities are replaced by aspatial communities of interest — we spend more time, physically, among strangers." The word "home" is less and less applicable as we lose our sense of place and sense of community.

While those who seek to reform this state of affairs have been almost entirely focused on "alternative transport" or "new mobility," I see it as vital that we look at it from a different perspective. I propose that we step out of our transport mindsets for a while and look at the concept of proximity as a counterpoint to mobility. Today, on nearly every level, we're ignoring the former and embracing the latter, with neither understanding nor regard for the consequences.

In this paper I explain the concepts of mobility and proximity, the practical implications of prioritising one or the other, why a change in priorities is important, and how — in practical terms — we can achieve it.

## Conceptual Tension

Because proximity does not mean "a lack of movement; stillness," the two concepts are not opposites. Yet we can benefit from seeing the two as nearly opposites. But this should not imply that one should be characterised as "good" and the other "bad," as some degree of movement will always remain both necessary and desirable. After all, every transport mode, city, neighbourhood, or individual trip from A to B involves both mobility and proximity to some degree. We can however notice a fundamental tension between the two, as in the following statements:

- The more mobile we are, the less chance we have to enjoy the places where we are, and the less likely we are to enjoy a sense of place or a sense of community.

- The more urban design encourages mobility, the less possible it is to fulfil our daily wants and needs locally.

- The more that places embrace mobility, the less worthy they are of spending time in.

The converse of these statements, I would argue, is also true:

- The less mobile we are, the more chance we have to enjoy the places where we are, and the more likely we are to enjoy a sense of place or a sense of community.

- The more urban design encourages proximity, the more possible it is to fulfil our daily wants and needs locally.

- The more that places embrace proximity, the more worthy they are of spending time in.

Again, there's nothing wrong with mobility itself. Yet I would argue that it becomes a problem when it is prioritised over proximity. Contrariwise, when we prioritise proximity over mobility, we end up with the richest urban environment imaginable, and without the noise, pollution and blight that have come to be associated with cities. So the goal should *not* be to achieve a state of balance between proximity and mobility, but rather to prioritise proximity over mobility. Table 1 below illustrates this argument.

Mobility	Proximity
Space inefficient	Space efficient
Sprawled-out settlement patterns	Compact, medium- to high-density urban form
Dispersal of destinations and attractions	Concentration of destinations and attractions
Lack of liveliness (due to dispersal, above)	Lively; rich in activity
Noisy from motor vehicle traffic	Relatively quiet
High energy use for transport	Low energy use for transport
People are moved as goods, by external power	People move themselves by their own power
Localised (and/or externalised) air pollution	Clean air
Over-sized, alienating streetscapes	Human-scaled streetscapes
Large amount of "dead space"	Space is put to use and filled with activity
Long distances between destinations	Short distances between destinations
Fewer, larger businesses and public facilities	Many, small businesses and public facilities
Gradual shift from higher densities to rural	Distinct urban boundary
Streets devoted almost entirely to movement	Streets for both interaction and movement
Streets built for high-speed movement	Streets accommodate only low-speed movement
Formal segregation of street space by mode	Lack of formal segregation of street space
Wide streets, both straight and curving	Narrow, curving streets with passages and alleys
Longer distances between streets	Short distances between streets/passages
Hard separation between indoors and outdoors	Soft transition from indoor to outdoor space
Large percentage of area devoted to vehicles	Small percentage of area devoted to vehicles

Table 1: 20 Key Characteristics of Settlements Prioritising Proximity vs. Mobility



## Real-World Comparisons

In the following three comparisons we will look at places and individual travel patterns that stand at opposite ends of the spectrum in terms of their emphasis on mobility and proximity.

### Comparison #1: Settlements

Santa Rosa, California, USA (pop. 156,000) is a fairly livable city by North American standards, yet residents are used to having little within close range. They are spread out 15 people per hectare, mostly in single-family homes on 800 m<sup>2</sup> (0.2 acre) lots bordered by wide streets. In area, the city is 104 km<sup>2</sup> or 10,400 hectares. The arterial streets are 15-25 metres wide, and the secondary/collector and local streets are 10-15 metres wide. The role of streets here is to move people across the city in vehicles as quickly as possible. The city is 17 km east-west by 18.5 km north-south. It would therefore take about three hours to walk from one end to the other, on streets that are not always the most hospitable for doing so. It might take a minute or more simply to cross a street. For those who live and work in Santa Rosa, the average distance to work would be in the range of 8 km. For shopping and dining, the average distance travelled would also be about 6 km, although it is usually possible to find places to shop and dine within 3 km. This means that destinations and opportunities for social interaction are relatively dispersed. Children seeking a play group probably would not find one pre-assembled in the street outside their homes. Adults seeking somewhere with a sense of liveliness might have to settle for the Santa Rosa Plaza indoor shopping mall. Elderly and disabled residents would likely find themselves wanting for social interaction that is difficult for them to find, especially within the distance that they can reach under their own power. Although elementary schools are thoughtfully placed in each neighbourhood to limit children's travel distances, there has been no attempt to provide other services at the neighbourhood level. Santa Rosa could therefore be described as high in mobility and low in proximity.

Fes-el-Bali, Morocco, an old walled city, has a population of 156,000, just like Santa Rosa. However, the city is 3.54 km<sup>2</sup> in size, or 354 hectares — about 30 times smaller than Santa Rosa's 104 km<sup>2</sup> (10,400 hectares). The population density is 441/hectare — 30 times higher than in Santa Rosa. Fes-el-Bali's widest streets are half the width of Santa Rosa's narrowest streets. The arterial streets are 3-5 metres wide, the secondary/collector streets are 1-2 metres wide, and the local streets are 0.5-1.5 metres wide. The streets are used not just for movement but for social interaction as well. Vehicles are limited to donkeys, mules and hand carts, which are all compatible with pedestrians and narrow streets. The city is 2.4 km east-west by 1.5 km north-south. This means that every destination in the city is within walking distance, and its winding narrow streets make it easy and appealing to explore on foot. For those who live and work in Fes-el-Bali the average distance to work would be less than 1 km. Shopping would normally be done considerably closer to the home. Dining is generally either at home or from street vendors located throughout the city. Fes-el-Bali is divided into about 140 traditional neighbourhoods, each being about 2.5 hectares in size and housing 1,100 residents. Each neighbourhood traditionally had nine public facilities, many of which are still in use today: a water fountain, a bakery/oven, a water mill, a mosque, a school, a bath house (*hammam*), toilets and stables. Fes-el-Bali residents can therefore meet many of their daily wants and needs within a one-minute walk of their doorstep. As the urban form shows an intense emphasis on proximity and lack of regard for mobility, Fes-el-Bali could be described as high in proximity and low in mobility.



© 1997-2004 J.Crawford, courtesy Carfree.com

### Comparison #2: Grocery Stores

The French supermarket chain Casino focuses on setting up small "Petit Casino" stores in existing buildings throughout urban areas, often with no provision of car parking, and with as little as 500 metres from one store to the next. The Casino website calls the concept "*le commerce à dimension humaine*" and supporting "*une politique de proximité maximum*," neither of which should require translation. This enables people to buy their groceries within a short walk of their homes. The home-to-store proximity makes it easy for people to shop every day or two, and therefore their food is fresher and they don't have so much to carry home. Because people are not shopping for the whole week, they can use shopping baskets within the store instead of wheeled shopping carts. In turn, this lack of indoor vehicles means that the aisles in the store can be narrower, providing more space for the products. The smaller number of customers means that it's not necessary to devote a lot of space to each product, or to have a large store. Petit Casino stores, having just 50 to 200 square metres of retail space, are 100 times smaller than hypermarkets. Yet the shelves might stock 30 or more products in the amount of space that a hypermarket devotes to a single pallet of orange juice. This makes shopping much quicker and more relaxed, since people don't have to walk very far within the store to find what they're looking for. Lastly, they won't wait in a long line at the checkout. However, the store doesn't support proximity in terms of selling local products, and because stores are either owned by the corporation or operated as franchises, only a portion of the profits stays in the community.

The British supermarket chain Tesco concentrates on building hypermarkets at the urban periphery, "big box" stores surrounded by seas of parking, though also served by special bus lines set up to access the newly created destinations. Regardless of whether people get to Tesco by bus or by car, their mobility has increased in comparison to where they used to shop. Furthermore, the store interior demands increased mobility, since accommodating the high number of customers and their extra-large shopping carts requires products to be spread out over 5,000 - 20,000 square metres, 100 times larger than the Petit Casino. To get around quickly in such a large store, some of the staff wear inline skates. Although the hypermarket may imply a vast selection, the size of the store is not proportional to the range of products on offer. It is, however, proportional to the amount of time that it takes customers to complete their shopping — perhaps 10 times longer. Because of the amount of time it takes to get to Tesco and the amount of time it takes to shop, people tend to shop there less often — once a week or even once a month. Therefore they tend to buy a lot when they do. And then because it's difficult to walk or cycle or even to take the bus with a large amount of groceries, people tend to make the trip by car. This bulk shopping behaviour also requires more kitchen storage space, including larger refrigerator/freezers, compared to those who shop in small amounts every day or two.



Photo: Zverina.com/2003/0922.htm



Photo: Daniel Mourek

### Comparison #3: Individual Travel Patterns

Mr. X is what is known as an “extreme commuter,” a member of America’s fastest-growing group of commuters, already over 3.4 million strong, who travel at least three hours a day to and from work. Mr. X drives 130 km (80 miles) to work every morning, and 130 km back home every evening, five days a week. The trip takes three hours each way. He was drawn to buy a house in the semi-rural area on the urban periphery because of its attractive, wide-open spaces and lower property prices. On the weekends he convinces himself that the increased quality of life is worth it. During the week he dreads the commute and wishes he had more time for his family, hobbies and the remnants of his social life. Every 10 minutes added to Mr. X’s commute decreases by 10% the time he dedicates to his family and community, according to author Robert Putnam. In fact he doesn’t really have a sense of community, and his friends are so spread out across the region that it’s difficult to make plans to meet up. Furthermore, on the health front, every 30 minutes of driving increases Mr. X’s risk of becoming obese by 3%, according to Georgia Tech research. Since Mr. X commutes long distances to a sedentary office job, he’s particularly a health risk due to the linked factors of high stress and lack of exercise. Nearly every activity in Mr. X’s life revolves around driving. And although he’s sometimes going quite fast, his time is eaten up by the distances travelled — even on the weekend, which is supposedly Mr. X’s time to relax.

“ **About half of the households in the neighbourhood own a car, but Ms. Y hasn’t found a need for one, since her neighbourhood, the city centre and old town are all very walkable. Very little is beyond the reach of a 20-minute walk.** ”

Ms. Y lives in the *Croix-Rousse* neighbourhood of Lyon, France, a hillside neighbourhood adjoining the north end of the city centre. With 178 people/hectare, *La Croix-Rousse* has one of the highest densities in Europe. It’s a neighbourhood of 5-8-story buildings on narrow streets connected by stairways and passages once frequented by the city’s revolutionary silk workers. Today’s residents are a mix of students, artists, immigrants and other socially minded urbanites. Ms. Y is a city administrator who works in the offices of Lyon District 1 on the café-lined *Place Sathonay*, a four-minute walk from her home. She lives in the heart of the neighbourhood on *Rue René Leynaud*. Within a couple minutes of Ms. Y’s doorstep can be found a range of shops, restaurants and cultural venues. (Lyon has the highest density of restaurants in the world.) About half of the households in the neighbourhood own a car, but Ms. Y hasn’t found a need for one, since her neighbourhood, the city centre and old town are all very walkable. Very little is beyond the reach of a 20-minute walk. She can always take the metro or a bus if need be. Pedicabs traverse the city centre, and an automated city bike programme makes it free for members to use a bike for up to 30 minutes. Ms. Y’s 10-year-old daughter is able to get around independently. Her school is a three-minute walk from her home, and many of her friends live in the immediate area. On the weekend, if they wish to leave town, it’s just a matter of taking the metro to one of the two main train stations.

### Mobility and Proximity Defined:

Mobility is “the quality or state of moving or being moved from place to place.” Mobility levels can be measured by the distance, speed and frequency of travel. The more mobile we are, the higher the speed we are travelling, the greater the distances travelled, and the less time we spend in any one place.

While mobility itself does not imply a maximisation of travel, in practice, mobility policies often do have increased mobility as the stated goal, implicit goal or unintended result. This is usually done without thought to whether the movement being encouraged is socially beneficial.

Proximity, in contrast to mobility, is “the state, quality, sense, or fact of being near or next; closeness.” It is concerned only with distance, giving preference to the near. It is a minimisation of distance, and therefore an elimination of unnecessary travel.

Proximity is not a new concept; rather, it can be found in any dictionary, with an equivalent word in any European language. What is fairly new, however, is the use of the word to refer to policies and practices that encourage proximity or to refer to the questioning of how far destinations should be from one another.

In most cases, the goal of both mobility and proximity is *access* — the reaching of one or more destinations. Proximity is concerned with reaching destinations in the immediate area, or ensuring that they are placed close enough to be easily reached. Mobility is focused on accessing destinations without regard to their location — without thinking about how to replace distant destinations with closer ones.



Practical Application

It is curious that, while most people are probably unaware of the arguments in favour of proximity, they nonetheless seem to apply the lessons in their daily lives — for example when designing their indoor environment or laying out a vegetable garden.

In the home, we minimise the amount of space devoted solely to movement, in order to maximise the amount of space usable for the activities of domestic life. House valuations reflect this, as the real estate agent calculates the amount of *usable space* (the rooms), omitting halls and corridors, the equivalent of indoor streets.

In the garden, it is considered optimal to have vegetable beds 1.2 metres (4 feet) deep, bordered by paths 0.5 metres (20 inches) wide. This way you can use the paths comfortably for walking and for easily accessing every part of the bed. Wider garden paths would be no advantage and would take away valuable growing space.

In both the home and the garden, we understand on an intuitive level that we must limit *moving space* to the comfortable minimum, in order to maximise living space and growing space. Yet our sense of reasonable space allocation is lost when we get to the streetscape level. Whereas we would intuitively build streets in the range of 1-8 metres (3-26 feet) wide, we’ve come to see an oversized streetscape (12-60 metres or 40-200 feet) as perfectly normal and acceptable.

The effect is that destinations become farther apart as the road space becomes wider. The road space also loses a sense of intimacy that would have made the space conducive to social interaction, particularly since the space becomes dominated by motor vehicles.

We have the choice of whether to encourage higher speeds and greater distances, or slower speeds and closer distances. With the above examples and earlier arguments, I have attempted to demonstrate that it is advantageous to pursue the latter course. Table 2 below compares the applications and effects of policies which emphasise proximity versus mobility. Notice how the two types of policies work at cross-purposes to each other.

Proximity	Mobility
Pedestrianisation	Prohibiting or restricting pedestrian access
Road dieting, <i>de-paving</i> , street width reduction	Road widening
Creating new destinations	Closing existing destinations
Placing new buildings in street space	Removing buildings to facilitate traffic growth
Neighbourhood revitalisation	Lack of attention to neighbourhood level
Enforcement of an urban growth boundary	Facilitation or accommodation of sprawl
Conversion of parking spaces to other uses	Minimum parking requirements
Zoning for buildings of 2-4 stories or higher	Building height limits set too low for location
Mixed-use zoning — residential, retail, business	Zoning segregates districts according to function
Traffic calming, home zones, low speed limits	Designing streets to facilitate high-speed traffic
Removing existing freeways/motorways	Building new freeways/motorways
Creating new public spaces	Destroying existing public spaces
Holding community-building local events	Hosting national and international events
Decentralising public facilities by district	Centralising public facilities in city centre
Increasing population density	Lowering population density
Incentives and support for carfree development	Planning approval of car-based development
Incentives to live near work and to shop locally	Incentives to travel medium and long distances
Prescribing maximum street widths	Prescribing minimum street widths
Permitting street vendors, entertainers, etc.	Banning street vendors, entertainers, etc.
Locating new facilities in former car space	Locating new facilities at urban periphery

Table 2: 20 Examples of Urban Planning Measures Prioritising Proximity vs. Mobility



© 1997-2004 J. Crawford, courtesy Carfree.com

Conclusion

While allowing our cities to spread ever outward, today’s planners often declare the problem to be one of insufficient mobility — that people must become mobile enough to easily reach all these new scattered-out destinations. In fact we should be attempting the opposite — providing

everything people need close at hand so that extended daily travel becomes unnecessary. In a word, *proximity*. This is not a matter of infringing on people’s right to travel; it’s about allowing people to fulfil their needs locally while minimising *obligatory*, socially destructive and often unwanted travel.

In order to fulfil the purpose of human settlements and provide a healthy human habitat, the role of mobility will need to be vastly reduced from today’s levels in the so-called developed countries. This would imply that in terms of our settlement patterns and structures, we are over-developed in terms of reliance on transport. Put the other way, we are under-developed in terms of independence from transport and ability to meet our needs locally.

We’ve embraced the idea of mobility, or transport, without questioning to what extent movement is desirable and at what point it may become socially and environmentally destructive. We’ve ignored proximity — the concept of minimising distances and concentrating opportunities for social interaction — despite it being the reason why human settlements are built in the first place.

Society is not far from consensus on the point that the more benign means of locomotion such as walking and cycling should be encouraged. At times it is recognised that the more destructive modes of transportation should be discouraged. The task at hand now is to encourage society to envision how public space can be reallocated to support social interaction and a richer, livelier urban fabric. It is this transformation that most requires our dedication and creative energy.

*This article is based on a paper being presented at Towards Carfree Cities Conference VII in Istanbul, Turkey, August 27 - 31. To participate or attend, please visit <Worldcarfree.net/conference>.*

# Studies & Reports

## Active Travel Saves Money and Lives

Transport investment should be directed to the promotion of walking and cycling, so as to promote healthy lifestyles and prevent disease, says the sustainable transport charity Sustrans in their report "The Value of Investment in Active Travel," which concludes that encouraging a shift from private motorised transport to walking and cycling are the most cost efficient use of transport funds. Active travel modes are also likely to be the most cost efficient means of increasing physical activity levels across a population.

Sustrans' Active Travel Director, Philip Insall said, "Now really is the time for a major shift in transport spending, and for the majority of our transport investment to go into helping people become healthier, rather than the reflex car-centred planning of the past."

The information sheet assembles evidence demonstrating that the built environment should be designed, created and managed to encourage healthy lifestyles for the people that live in or use it. The evidence is supported by examples of where the built environment is a factor in encouraging active travel. Incorporating active travel — walking and cycling — into the daily routine can make a major contribution to better public health. By increasing levels of physical activity, it can reduce coronary heart disease, stroke, diabetes, cancer and obesity, and improve mental health and well being.

Download: <Activetravel.org.uk>.

## Most Americans Still Drive to Work Alone

Although gas prices in the USA have continued to climb, the US Census Bureau maintains that single occupant cars still remain the most favoured way of getting to work in the United States. Their American Community Survey focused on changes between 2000 and 2005.

For users of the automobile, 87.7% (nearly nine out of ten workers) commuted in a private vehicle during 2005, of those, 77% drove alone. In this period only a very small increase was seen in public transport users, from 4.6% to 4.7%. Walking was reported as 2.5% of all commuter's means of daily transport, with cycling at 0.4%. Among the larger cities, Boston had the highest percentage of those who walk to work (13%) and Portland the highest percentage of bike commuters (3.5%). Just ten of the nation's cities contain almost half of the public transport users.

<Usgovinfo.about.com/b/a/217636.htm>

## Comparative Bicycology

The report "Get on that Bicycle and Ride" explores how three northern European cities — Gothenburg with 9% of trips made by bicycles, Malmo with 29% and Groningen with 60% — work with infrastructure and information to encourage a greater use of the bicycle in everyday urban transportation.

The study, conceived and conducted by Ian Fiddies and Liv Markstrom at Goteborg University, compares the three cities using data from publications, interviews with key people, and field observations.

The comparative approach reveals that there are factors in the policies that appear to contribute to the widely varying levels of cycling in the three cities, concluding that infrastructure design that puts the priority on bicycles rather than cars makes cycling more competitive.

<Carfree.com/papers/klar\_uppsats.pdf>



Photo: Ian Fiddies

## See IPCC

The Intergovernmental Panel on Climate Change (IPCC) assesses peer reviewed scientific and technical literature on climate change and offers advice for mitigation of its causes and effects.

See: <ipcc.ch>.

## Outpacing Themselves

The pace of life for city dwellers is literally getting faster, a new British-led study suggests. People are walking 10% more quickly than a decade ago, according to research in 32 cities across the globe.

Thousands of pedestrians were secretly timed in city centres with Singapore's residents found to be the most swift, followed by Copenhagen and Madrid. The Middle East tended to have the slowest pace of life. The study was carried out in collaboration with the UK's cultural relations agency, the British Council.

<News.bbc.co.uk/2/hi/asia-pacific/6614643.stm>

## Toying with Death

Playing computer racing games may make drivers take more risks on the roads, a study involving 1,000 people suggests:

<News.bbc.co.uk/2/hi/health/6457353.stm>

## Rolling Toxic Timebombs

Everyone knows that cars are a major source of air pollution. But most people don't know that it isn't only what comes *out* of tailpipes that's the problem; but what's *inside* the cars as well. "New car smell," for example, comes from toxic chemicals being released from plastics, foams and fabrics in auto parts such as the steering wheel, dashboard and seats.

This reports tests over 200 new model vehicles for the presence of key hazardous chemicals and ranks them according to level of concern.

See: <Healthycar.org/reports.php>.

## Chernobyl Every Day

Air pollution in major cities may be more damaging to health than the radiation exposure suffered by survivors of the 1986 Chernobyl disaster, according to Great Britain's Royal Commission on Environmental Pollution.

A new study suggests high levels of urban air pollution cut short life expectancy more than the radiation exposure of emergency workers who were sent into the 19-mile exclusion zone around the site straight after the accident.

The latest study follows a report which concluded air pollution was responsible for 24,000 premature deaths in Britain every year.

You can download commission reports at: <Rcep.org.uk>.

## Bus Rapid Transit (BRT) Planning Guide Published

The Institute for Transportation and Development Policy (ITDP) announces the publication of the Bus Rapid Transit Planning Guide, the most comprehensive effort to date to provide detailed technical guidance for developing a Bus Rapid Transit (BRT) system.

The BRT Planning Guide is intended to assist a range of parties involved in delivering public transport services to cities, such as municipal planning officials, consultants, non-governmental organizations and other stakeholders in government, market and civil sectors.

The document is currently available in English, but it will soon be translated to Spanish, Portuguese, French, Chinese and Indonesian. Hard-copy versions will also be printed and available to interested parties.

Download guide: <itdp.org/brt\_guide.html>.



# want to cut your car use?

Dear Anna

I'm trying to decide where to live. I can buy more for my money in terms of space in the suburbs, but the places I want to be are in town. What should I do?

Yours  
House Hunter

Dear House Hunter,

Location, location, location is a catch phrase for house purchase. It applies to all activities when trying to cut your car use. Where you live compared to where you need to get to for everyday activities such as work will determine how often, how far and the means by which you get about.

Economic theory recommends buying things that are likely to increase in value and renting those that will depreciate. Houses generally appreciate and vehicles depreciate. So where there is a straight choice between spending available resources on property or on a less expensive property and a car, the property only option wins out. I know that life is more complicated though and that these properties will not be equivalent in size or price and will have other characteristics that differ.

The main advantage of city living is proximity. You can be where you want quickly and cheaply. Save time and transport costs by living and working in the same vicinity. And enjoy the benefits of city amenities such as entertainments (theatre, cinema, museums, libraries etc) and restaurants on your doorstep.

City living's disadvantages include that you cannot buy as much cubic space or garden for the same money because urban rental values are higher than those in the suburbs. So, a rational choice depends on things like family size and whether you have a lot of furniture and other belongings to fit in. There may also be differences in terms of available space for play, the community vibe and the nearness of amenities.

Firstly, pare down waste by getting rid of any objects that you don't need. As William Morris said, "Have only in your home what you know to

be useful or believe to be beautiful." Instead of it going to landfill you could sell things on eBay, give to charity shops or offer them on web freecycle sites. Perhaps you could also get clever with stacking storage and wall mounting to make good use of space? Or change its format. Your music on vinyl records or CD collections, for instance, could now be housed electronically on computers and iPods saving lots of space.

As regards number of bedrooms — do children really need their own bedroom each? A spare room for guests is a total luxury. Why not just offer your friends and family a sofa bed in the living room? Or, if this isn't good enough, then they could probably afford to pay for their own bed and breakfast or hotel.

For non-car owners the best value inner city homes are purpose built carfree developments. Why pay for garaging or off street parking if you don't need it? Plus you get the advantages of shared amenities and space deliberately laid out to offer communal facilities in terms of gardens or play areas that are safe from motorised danger, noise and pollution.

The Nationwide Building Society reports that a single garage adds 11.1% to the cost of a house. Lynn Sloman, in her book *Car Sick* calculated this as requiring another 96 hours of work a year to cover the extra mortgage interest payments.

If you do ever want to use a car for occasional trips or jobs then there are taxis, hire or club cars all available in town to rent.

After looking at prices and what you can afford to buy or rent, then choose where to live in relation to what is near to it that you want to access. Your workplace, food shops and good schools for instance, plus public transport stops



# just call Anna

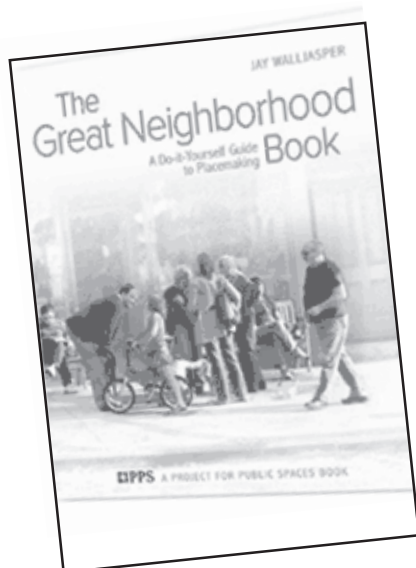
and public open space. Don't travel further than is absolutely necessary as this wastes your time and money and will damage your health.

Personally, I like relatively high density living. I am a self-employed yoga teacher. Therefore I need access to potential students. This means that I can't easily live anywhere other than a town and expect to teach regularly without having to do a lot of travel. York is a medieval town with a relatively compact, flat layout. I value the fact that my friends live within cycling distance and that I can get anywhere I want to go regularly by walking or cycling. The train station is also close so that I have access to a hub for long distance travel. My life involves very little waiting for public transport and I face inexpensive transport costs.

Good luck at finding somewhere great to live. Remember that less travel equals a better quality of life. 🐾

Anna Semlyen  
[Cuttingyourcaruse.co.uk](http://Cuttingyourcaruse.co.uk)

*Anna is the author of Cutting Your Car Use (100,000+ UK sales). If you would be interested in doing a version for your country (not North America) then contact <[john@greenbooks.co.uk](mailto:john@greenbooks.co.uk)>.*



## **The Great Neighborhood Book: A Do It Yourself Guide to Placemaking**

by Jay Walljasper and Project for Public Spaces  
New Society, 2007, 175 pp  
ISBN 978-0-86571-581-3

*The Great Neighborhood Book* is inspiring, plain and simple.

Since 1975, Project for Public Spaces has worked with 2,000 communities to create and sustain public spaces designed to build community. *The Great Neighborhood Book* is a distillation of more than 30 years of hands-on experience offering a diverse collection of tactics for neighbourhood reclamation and improvement.

But more than just a manual for change, *TGNB* is built around stories of real people in ordinary neighbourhoods that have been able to make themselves safer from crime and traffic, create gathering places and build community networks. While the examples and tactics emphasise North America, there is much that will interest citizens on other continents as well. The broad range of strategies — from the simple (say hi to people on the street!) to the complex (finding funding sources for bicycle and pedestrian projects) — offers do-able suggestions for any level of personal involvement.

“  
***The Great Neighborhood Book is a powerful reminder that public life is not dead in North America.***  
”

Newbies to neighbourhood action will find this book a great introduction to getting involved in ways other than going to hours of public meetings. Even better, those who already find themselves in a familiar routine of letter-writing and committees to improve their neighbourhood will come away with good reasons to get outside and enjoy what is already there around them.

*The Great Neighborhood Book* is a powerful reminder that public life is not dead in North America. Over and over again, these stories show communities that were made better not by money or political power, but by a few people who cared enough about the places they lived to take action.

In addition to being available in major bookstores, the book is also available at <Pps.org>.

- Sarah Kavage



### **ECOCITY WORLD SUMMIT**

The 7th International Ecocity Conference

April 22 – 26, 2008

San Francisco, California, USA

[www.ecocityworldsummit.org](http://www.ecocityworldsummit.org)

Advertisement



ONE FAMILY'S  
FASCINATING  
SEVEN-YEAR  
JOURNEY

## **Urban Camping**

A  
Testament  
to Living  
Without a  
Vehicle

A book by  
**PETER AND ANDREA  
TOMBROWSKI**

*(Urban Camping book) sounds  
like a very important model for  
other people."*

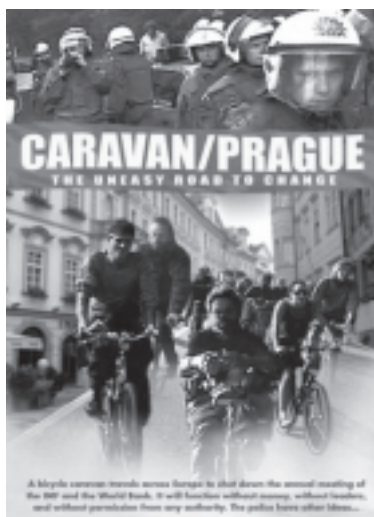
-Dr. David Suzuki

To view excerpts and to purchase  
the book please visit

[www.urbancamping.ca](http://www.urbancamping.ca)

Advertisement





## CARAVAN/PRAGUE

DVD, 2007, 76 minutes + extras  
Caravanprague.com

In September 2000, American filmmaker Zack Winestone joined an anarchist bicycle caravan for a 500-mile ride from Hanover, Germany to Prague, Czech Republic, where thousands of protesters from around the world were converging to demonstrate against — and possibly shut down — an International Monetary Fund and World Bank summit. The goal was to create a mobile utopian community which would be a living counter-example to the values of those powerful financial institutions.

The resulting documentary is an astute exploration of group dynamics, improvised tactics, and the low tolerance for dissent expressed by the forces of globalisation. While the film is not expressly focused on automobile culture, it will nonetheless be of interest to *Carbusters* readers for its intimate portrayal of a social movement, its revealing insights into consensus building, and the vivid lesson in how authority reacts when it perceives a threat to the *status quo*.

To see freedom of expression violently suppressed in the streets of Prague only 11 years after the Velvet Revolution is a solemn reminder that the struggle for human rights is ongoing. Independent productions such as this — as eyewitness testimony, as historical document, as call to action — are vital tools in that struggle. -RZ

## Crude Impact

DVD, 2007, 100 minutes  
Crudeimpact.com

This feature film explores the interconnection between human domination of the planet and the discovery and use of oil. The objective of the film is to promote positive, hopeful change in the way we source and use energy — changes that will create a more just and sustainable world. -RZ

## Contested Streets

DVD, 2006, 57 minutes + extras  
Transalt.org

Produced and distributed by Transportation Alternatives <Transalt.org>, *Contested Streets* explores the history and culture of New York City streets from pre-automobile times to the present. This examination allows for an understanding of how the city — though the most well served by public transport in the United States — has slowly relinquished what was a rich, multi-dimensional conception of the street as public space to a mindset that prioritizes the rapid movement of cars and trucks over all other functions.

Central to the story is a comparison of New York to what is experienced in London, Paris, and Copenhagen. Interviews and footage shot in these cities showcase how limiting automobile use in recent years has improved air quality, minimized noise pollution and enriched commercial, recreational and community interaction. London's congestion pricing scheme, Paris' Bus Rapid Transit (BRT), and Copenhagen's bicycle and pedestrian infrastructure are all examined in depth.

The history is fascinating and the case studies of recent innovations in Europe offer context and glimpses of what alternatives to car-centric planning are possible. The film shows how relatively simple it is to reclaim cities for people in places where there is municipal support for change; the solutions to getting people out of cars are many, and the benefits speak for themselves.

What's outside the scope of this film is how to generate that political will in the first place.... But a community screening of this film might be a good place to start. -RZ



## You Never Bike Alone

DVD, 2007, 82 minutes  
Youneverbikealone.com

Robert Alstead's documentary about Critical Mass rides in Vancouver, Canada is the best film about the intersection of bicycle culture and civic involvement since Ted White's landmark film *Return of the Scorcher* (which, incidentally, gave Critical Mass its name).

Both filmmakers have a knack for capturing the humility and righteousness of citizen activists whose simple actions have far-reaching ramifications for the good of society.

Beyond practical information about successful campaigning (of which there is plenty), *YNBA* is distinguished by its visual and lyric sensitivity.

If you're upset with social and cycling conditions in your town but don't know where to begin to change things, watch this with a friend and take notes. It will provide ample creative

inspiration for everyone from anarchists to urban planners and cyclists of every stripe. -RZ

*I laughed, I cried.  
I felt stronger and more  
optimistic about our  
chances after watching  
You Never Bike Alone.*

”

# RESOURCES

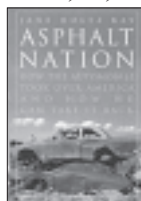


**We Are Traffic!  
+ Return of the Scorchers**  
On one DVD!

## 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. Demonstrating that there are economic, political, personal and architectural solutions to the problem, Kay shows that radical change is possible.

### 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, or 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.

### Car Sick

**Lynn Sloman, 2006, 192 pages**  
EUR 19.50, £13, US\$25, AU\$33, or CZK 545

"Cars cause environmental destruction, provoke stress and tear the heart out of communities. *Car Sick* provides a page-turning account of how we got into this mess, and more importantly, charts an attractive way out. If you've got a car, read this book. It will change your views, and could change your life." - T. Juniper, Friends of the Earth



### Critical Mass

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

An irreverent collection of inkworthy social critique and optimistic celebration. Forty-eight contributors document, define and drive home the

beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the fight for the survival of our cities.

### Cutting Your Car Use (U.K. Version)

**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  
*Divorce Your Car!* speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change.

### Earth First! Direct Action Manual

**DAM Collective, 1998, 152 pages**  
EUR 5, £4, US\$6, AU\$9, or CZK 150

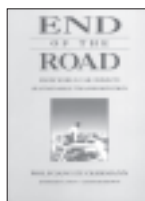
### EcoCities: Building Cities in Balance with Nature

**Richard Register, 2002, 296 pages**  
EUR 14.50, £10, US\$17, AU\$23, or CZK 425  
This comprehensive volume is a feast of thoroughly researched information for concerned citizens, and presents an inspiring and specific set of tools for urban activists to use in shaping the future of their communities.

### 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...



### 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  
Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

### Life Between Buildings

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



First published in 1971, this book is still the best source for understanding how people use urban public spaces. *Life Between Buildings* is 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.

### 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.

### Sustainable Mobility Guide for Municipalities

**Justin Hyatt, 2006, 52 pages**  
EUR 8.50, £7, US\$10, AU\$14, or CZK 250  
The *Sustainable Mobility Guide* provides a full spectrum of themes related to transportation, urban design, mobility management and more. It is aimed at decision makers as well as NGO's working in the field of transport and urban planning, or anyone else interested in a broad survey of urban mobility issues. Also contains a section highlighting relevant websites and organizations.



## 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  
"A curious mixture of nonsense, social satire and surrealist fairytale, which takes the classical Alice through the dreary landscape of suburban America."

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



### The Little Driver

**Martin Wagner, 2003, 56 pages**  
EUR 8.50, £7, US\$10, AU\$18, or CZK 250  
A children's book for young and old, *The Little Driver* takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

## 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 "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

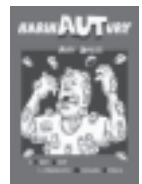
### Roadkill Bill

**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 the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.



### karikAUTury, GÉPregény, karikAUTóry, and AUTOkomiks



*CARtoons* has been published in Czech, Slovak, Hungarian and Polish with a new introduction by the head of the Czech NGO Children of the Earth. The books are part of the Visegrad Resource Centre project. If you are interested in copies contact project coordinator Michal Krivohlavak at <Michal@worldcarfree.net>.



## Not finding what you're looking for?

Our members/subscribers get a 10% discount at <[www.detourpublications.com](http://www.detourpublications.com)> on over 130 books and other resources on transportation and urban ecology.

## 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

1994, 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 Scorchers



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 Scorchers* (1992, 28 min.) chronicles the history of the bicycle renaissance. *We Are*

*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.

### 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.

## Postcards



Our line of Carbusters postcards expand our range of consumer products for the entire family! An assortment of ten postcards costs EUR 5 / US\$6 / £4.

## "Freesources"

A growing selection of free texts available at <[www.worldcarfree.net/resources/free.php](http://www.worldcarfree.net/resources/free.php)>:

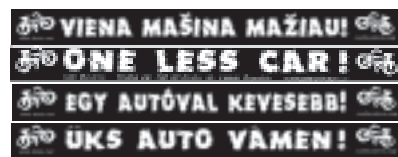
- *Car-Free Development* by Lloyd Wright
- *Energy and Equity* by Ivan Illich
- *Car-Free Housing in European Cities* by Jan Scheurer
- *The Automobile and Décroissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register, and more!

## Stickers

### "One Less Car" Bike Stickers

Ten stickers: EUR 2, £1.40, US\$2.50, AU\$3.50, or CZK 50

Available in Catalan, Chinese, Czech, Dutch, English, Estonian, Finnish, French, German, Hungarian, Irish, Italian, Lithuanian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Slovenian, Spanish, Turkish and Welsh. Sized for bike frames, water-resistant.



### "Cancer Warning" Stickers

15 stickers: EUR 3, £2, US\$3.50, AU\$5, or CZK 90



Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish and Czech.

### Stop-Sign Improvement

One: EUR 0.85, £0.60, US\$1, AU\$1.30 or CZK 25

Ten: EUR 6.25, £4.25, US\$7.50, AU\$10 or CZK 180



Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs.

## T-Shirts

### Looking for NEW T-Shirts!

We would like to offer new unique t-shirts. If you have a new design that asks for being worn all over the planet, please contact us!



### "No Cars"

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

White t-shirt with the "cars-forbidden" traffic sign on it. Unisex and woman style, in sizes M, L, XL.



### "Carfree" and "Skull"

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

Black, red, light blue ("Carfree" only); unisex: S, M, L, XL; woman style: S, M, L



## Payment Instructions

### Mail-Order Resources

Shipping (surface rate outside Europe) is included in all prices. We accept US, British, French and Australian cheques made out to Carbusters. Credit card payments can be made on-line at <[www.worldcarfree.net](http://www.worldcarfree.net)>. We also accept international postal money orders (in CZK or USD), and even cash in the currencies below (at your own risk, but seems OK).

Payments: Car Busters, Krátká 26, 100 00 Prague 10, Czech Rep.

Should you prefer to pay by bank transfer, please contact us.

### Magazine Subscriptions

Country	4 Issues	8 Issues
Australia	20 Dollars	32.50 Dollars
Czech Rep.	160 Korun	260 Korun
Eurozone	16 Euro	26 Euro
UK	10 Pounds	16 Pounds
US	16 Dollars	26 Dollars

### Memberships

Advocate: EUR 30, £20, US\$40, AU\$50, CZK 600

Supporter: EUR 50, £33, US\$65, AU\$83, CZK 1000

Saviour: EUR 100, £66, US\$130, AU\$166, CZK 2000

Membership benefits/premiums are described on the next page.

The prices above are calculated for "Over-Developed World" residents, in each of the currencies that we accept. Single copies cost EUR/US\$4 or equivalent. Eastern Europeans and "Global South" residents wanting magazine subscriptions or single copies can pay 1/3 the Western rate.

Distribution Orders (5 or more copies): EUR/US\$2.60 each or equivalent (you sell at EUR/US\$4 and keep the difference).

In Eastern Europe and the "Global South," you buy at EUR/US\$1 and sell at EUR/US\$1.50. This is beginning to sound like the stock market...

### In a Hurry?

Order from [worldcarfree.net/resources](http://worldcarfree.net/resources).

## Carbusters Back Issues



Have an incomplete collection? Looking for a perfect gift? Don't know how to best invest your money for long-term growth? Well, look no further! Get any back issue of Car Busters for a mere EUR 2 / US\$2.50 / £1.75. Or get a complete set for EUR 20 / US\$25 / £17.50 (Western Rate) or EUR 10 / US\$12.50 (Eastern Rate). Or order an assortment of 100 issues for EUR 90 / US\$110 / £62.50.

### Shipping included

in all listed prices.

### Towards Carfree Cities

EUR 8.50, £7, US\$10, AU\$14 or CZK 250

Sizes S, M in orange, red or forest green; size M, L in yellow



[front]

[back]



Photo: Goldrushcoffeebar.com

**Sara Stout gives Rosabel Clover a ride after street occupation in Portland, OR**

WORLD CARFREE NETWORK WORKS TO **BUILD AND MAINTAIN** THE GLOBAL **CARFREE MOVEMENT**. ITS PROJECTS AND PUBLICATIONS **ASSIST** PEOPLE AROUND THE WORLD **TAKING ON** CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. WE AIM TO **FACILITATE EXCHANGE** AND **COOPERATION** AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, **INSPIRE** NEW ACTIVISTS AND **CHANGE THE WORLD**.

- *CARBUSTERS* QUARTERLY MAGAZINE
- PRINT AND ON-LINE RESOURCE CENTRE
- ANNUAL CONFERENCE SERIES
- WORLD CARFREE DAY COORDINATION
- *WORLD CARFREE NEWS* E-BULLETIN
- CARFREE GREEN PAGES DIRECTORY
- ECOTOPIA BIKETOURL 2006
- MOBILITY JUSTICE PROJECT
- AUTOHOLICS ANONYMOUS

## JOIN WORLD CARFREE NETWORK

**...and get a subscription to *Carbusters* magazine plus a free book!**

- |   |  |
|---|--|
| <p><input type="checkbox"/> <b>Advocate</b> - US\$40/EUR30/GBP20*<br/>includes a one-year magazine subscription, an assortment of bike stickers and <u>one</u> of these books: Ken Avidor's <i>Roadkill Bill</i>, Andy Singer's <i>CARTOONS</i>, or Martin Wagner's <i>The Little Driver</i>. (circle one)</p> <p><input type="checkbox"/> <b>Supporter</b> - US\$65/EUR50/GBP33*<br/>includes a one-year magazine subscription and <u>two</u> of these books: <i>CARTOONS</i>, <i>Roadkill Bill</i>, or <i>The Little Driver</i>. (circle two)</p> <p><input type="checkbox"/> <b>Saviour</b> - US\$130/EUR100/GBP66*<br/>includes a one-year magazine subscription, a copy of <i>Carfree Cities</i> by JH Crawford, and <u>one</u> of these books: <i>CARTOONS</i>, <i>Roadkill Bill</i>, or <i>The Little Driver</i>. (circle one)</p> | <p><input type="checkbox"/> US\$16/EUR16* - Subscription Only: 4 Issues</p> <p><input type="checkbox"/> US\$26/EUR26* - Subscription Only: 8 Issues</p> <p><input type="checkbox"/> _____ - Donation (much appreciated)</p> <p><input type="checkbox"/> I'm enclosing _____ for the following books or resources: _____</p> <p><input type="checkbox"/> I want to receive your monthly e-mail bulletin, so here's my e-mail address (written clearly): _____</p> |
|---|--|



**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

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



# announcements

## **Towards Carfree Cities VII August 27 - 31, Istanbul**

[Worldcarfree.net/conference](http://Worldcarfree.net/conference)

## **Street Conversion Design Contest**

What's your vision for city transformation?

Re-imagine any of three public spaces after the removal of cars: a parking stall, a block-long segment of street, or an intersection with the adjoining streets. Your dream could become reality. Consideration will be given to feasibility of real world proposals for specific locations.

The contest is open to all. Judging will take place at Towards Carfree Cities VII in Istanbul.

Deadline: August 15

Participate: [Worldcarfree.net/contest](http://Worldcarfree.net/contest)

## **Int'l Urban Design Conference September 6 - 8, Australia**

The Conference theme "Waves of Change — Cities at a Crossroads" will challenge us all to examine our towns and cities. This and other urban planning events can be found at [Urbanicity.org/events.asp](http://Urbanicity.org/events.asp).

## **Sustainable Cities Conference Sep 12 - 14, Malmo, Sweden**

Aimed at those working with sustainable urban development in the private sector, universities and public bodies: [Malmo.se/sustainablecity](http://Malmo.se/sustainablecity).

## **PARK(ing) Day 2007 Friday September 21**

PARK(ing) Day is a day in which metered parking spaces are temporarily transformed into parks or playgrounds. These transformations invite you to rethink the way streets are used, call attention to the need for urban parks, reclaim the streets for bikes and people, and create new forms of public open space. San Francisco's REBAR Group created the first PARK(ing) day in 2005 with a single parking space, but by 2006 the event became international, with PARK(ing) spaces popping up from San Francisco to Sicily.

[Parkingday.org](http://Parkingday.org)

## **World Carfree Day Saturday September 22**



## **IBF Africa by Bike Tour November 4 - 18, Cameroon**

The International Bike Fund (IBF) is a non-governmental, nonprofit, advocacy organization, promoting sustainable transport and international understanding. From November 4 - 18, they offer a cultural immersion bike tour to Cameroon. It is often called "Africa in Miniature." In the course of two weeks the tour will pass through the areas of the Duala, Bankon, Mbo, Bakaka, Bassa, Bamunka, Mendankwe-Nkwen, Kom, Lamnso', Oku, and Bafut ethnic groups, to name a few. It is unlikely that these names means much now, but in the course of the tour one gets a context for this and much more. It is an extraordinarily beautiful route as well. For more information see [ibike.org/bikeafrica/cameroon.htm](http://ibike.org/bikeafrica/cameroon.htm).

## **Governance and Mobility December 10 - 12, Nantes**

A 3-day forum between researchers, elected representatives and citizens which dares to ask, "What if cities could save the planet?" Held at Nantes International Convention Centre, France.

RFP: [Governance-mobility.org](http://Governance-mobility.org)

## **Ecocity World Summit 2008 April 22 - 26, San Francisco**

The seventh annual summit will convene an international community of inspired change-makers — courageous individuals who are addressing problems of the world's environment with thoughtful long-range solutions that are truly sustainable, ecologically healthy and socially just.

[Ecocityworldsummit.org](http://Ecocityworldsummit.org)

## **Portland to Host Towards Carfree Cities VIII in 2008**

The expected conference dates are June 16 - 21.

Portland is one of the most exciting places in the United States for innovative transportation and public space preservation. Portlanders are socially conscious, progressive, and eager to learn more about transport issues.

Because of activists in the 1970s, funding — that was supposed to go to a huge highway network — was used instead to build light rail, bicycling, and walking infrastructure, giving Portlanders more choices than many in the United States. A continuing tradition of activism makes carfree thinking accessible here.

Locals Wanted! If you live anywhere in the Pacific Northwest, you could start crawling backwards now and still make it in time.

Contact: [portland@worldcarfree.net](mailto:portland@worldcarfree.net)



Jane Porter, Child In Oil

## **Art Not Oil 2007 Online**

[Arntoilo.org.uk/gallery/v/gallery2007](http://Arntoilo.org.uk/gallery/v/gallery2007)

## **Roll 'Em!**

Enviromaniacs, a curated website of films about the health of the planet, seeks contributions:

[Crushedplanet.com/enviromaniacs](http://Crushedplanet.com/enviromaniacs).

## **Gain Momentum**

The current issue of MOMENTUM, the Vancouver, BC Canada magazine for Self-Propelled people, is now available as a free .pdf download:

[Momentumplanet.com](http://Momentumplanet.com).

## **Grab a Globe!**

The Energy Globe environmental prize is awarded nationally (in 2006 in 96 countries) and internationally. Winners in the categories Earth, Fire, Water, Air and Youth receive cash prizes. Please send your project documents for consideration by July 31: [Energyglobe.info](http://Energyglobe.info).

## **Autofrei Reisen**

WCN member *Autofrei Leben!* offers the German language brochure *Carfree Travelling*, full of tips, links and addresses to plan your soft travel trip: [autofrei.de/wb/media/Verein/aurlaubsratgeber.pdf](http://autofrei.de/wb/media/Verein/aurlaubsratgeber.pdf)

## **Carfree Koan**

The Walking Sangha & carfree camp: we "free people to walk" to centers of earthcare and peoplecare (a proposal for a skill-sharing community): [Carfreeuniverse.org/Members/colin/walkingsangha](http://Carfreeuniverse.org/Members/colin/walkingsangha).



Casting call: [Bicycleballet.co.uk/cyclists\\_wanted.html](http://Bicycleballet.co.uk/cyclists_wanted.html)



