

# The Urban Political Economy And Ecology Of Automobility

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Motor Vehicles, the Environment, and the Human Condition  
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Industrial Ecology and the Automobile  
Community Carsharing and the Social–Ecological Mobility Transition  
The Palgrave Encyclopedia of the Possible  
Automobile Politics  
Infrastructural Brutalism  
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Sustainable Automobility  
Assembling Moral Mobilities  
Invertebrate Palaeontology and Evolution  
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Environment and Planning *Alan Walks Hans A. Baer Peter E. S. Freund T. E. Graedel Luca Nitschke Vlad Petre Glăveanu Matthew Paterson Michael Truscello Peter E. S. Freund Paul Nieuwenhuis Nicholas A. Scott E. N. K. Clarkson Matthew Paterson Nikola Pavlovich Naumov David Lanier Lewis James A. Kushner*

just how resilient are our urban societies to social energy environmental and or financial shocks and how does this vary among cities and nations can our cities be made more sustainable and can environmental economic and social collapse be staved off through changes in urban form and travel behaviour how might rising indebtedness and the recent series of financial crises be related to automobile dependence and patterns of urban automobile use to what extent does the system and economy of automobility factor in the production of urban socio spatial inequalities and how might these inequalities in mobility be understood and measured what can we learn from the politics of mobility and social movements within cities what is the role of automobility and auto dependence in differentiating groups both within cities and rural areas and among transnational migrants moving across international borders these are just some of the questions this book addresses this volume provides a holistic and reflexive account of the role played by automobility in producing reproducing and differentiating social economic and political life in the contemporary city as well as the role played by the city in producing and reproducing auto mobile inequalities the first section titled driving vulnerability deals with issues of global importance related to economic social financial and environmental sustainability and resilience and socialization the second section driving inequality is concerned with understanding the role played by automobility in producing urban socio spatial inequalities including those rooted in accessibility to work migration status and ethnic concentration and new measures of mobility based inequality derived from the concept of effective speed the third section titled driving politics explores the politics of mobility in particular places with an eye to demonstrating both the relevance of the politics of mobility for influencing and reinforcing actually existing

neoliberalisms and the kinds of politics that might allow for reform or restructuring of the auto mobile city into one that is more socially politically and environmentally just in the conclusion to the book walks draws on the findings of the other chapters to comment on the relationship between automobility neoliberalism and citizenship and to lay out strategies for dealing with the urban car system

the world now has more than a billion motor vehicles and this number continues to increase as developing countries imitate developed societies in their adoption of the culture of automobility this book explores the political ecology of motor vehicles in an era of growing social disparities and environmental crises the latter of which are most manifest in anthropogenic climate change to which motor vehicles constitute a major contributor a political ecological perspective recognizes that motor vehicles perhaps more than any other machine embody the social structural cultural and environmental contradictions of the capitalist world system in addition to highlighting many of the environmental social and health environmental consequences of humanity s increasing reliance on motor vehicles particularly private automobiles this book argues that ultimately we need as a species to move beyond motor vehicles as much as possible but that such an effort will have be part and parcel of creating an alternative world system based on social justice democratic processes environmental sustainability and a safe climate one termed democratic eco socialism

examines the central role that auto production and consumption have played in the twentieth century as a technological system with major impacts on public policy land use cultural patterns social relations community natural resources environmental quality and options for spatial mobility

using the automobile as a case study of one of the industries most attuned to the concept of industrial ecology i e the means by which

humanity can deliberately and rationally approach and maintain a desirable carrying capacity given continued economic cultural and technological evolution this text provides a general introduction to how to design for environment a key component of the repertoire of the 21st century engineer although the focus throughout is on the automobile the concepts suggestions and insights are appropriate to all of technology

this book investigates how practices of community carsharing are influencing everyday mobility it argues that hegemonic practices of automobility are reconfigured through practices of community carsharing thereby challenging capitalist mobilities in the realm of everyday life through a detailed empirical study of practices of community carsharing and its practitioners in the rural regions around munich germany this book reveals how the practice contributes to the emergence of alternative automobile practices meanings identities and subjectivities it also explores the embedding of automobility into its ecological context the connection of function and community in practices of community carsharing and the changing of ownership relations through a process of commoning mobility this reconfiguration of everyday practices of automobility takes place through processes of everyday resistance re embedding and commoning and ultimately results in the emergence of an alternative mobility culture thereby facilitating the dissemination of an alternative common sense of community carsharing this book on community carsharing provides a valuable insight into carsharing in rural settings and exemplifies how carsharing specifically and sharing mobilities in general can contribute to a social ecological mobility transition the work will be of particular interest to scholars and practitioners working in mobility studies and mobilities

the palgrave encyclopedia of the possible represents a comprehensive resource for researchers and practitioners interested in an emerging multidisciplinary area within psychology and the social sciences the study of how we engage with and cultivate the possible

within self society and culture far from being opposed either to the actual or the real the possible engages with concrete facts and experiences with the result of transforming them this encyclopedia examines the notion of the possible and the concepts associated with it from standpoints within psychology philosophy sociology neuroscience and logic as well as multidisciplinary fields of research including anticipation studies future studies complexity theory and creativity research presenting multiple perspectives on the possible the authors consider the distinct social cultural and psychological processes e g imagination counterfactual thinking wonder play inspiration and many others that define our engagement with new possibilities in domains as diverse as the arts design and business

examines the role of the car in contemporary society and its contribution to environmental problems

how drowned town literature road movies energy landscape photography and death train narratives represent the brutality of industrial infrastructures in this book michael truscello looks at the industrial infrastructure not as an invisible system of connectivity and mobility that keeps capitalism humming in the background but as a manufactured miasma of despair toxicity and death truscello terms this infrastructural brutalism a formulation that not only alludes to the historical nexus of infrastructure and the concrete aesthetic of brutalist architecture but also describes the ecological political and psychological brutality of industrial infrastructures

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we have been trying to make cars cleaner and more efficient but has this really made them more sustainable this book argues within

the context of sustainable consumption and production that we should see the car as a natural system subject to natu

in the years since the new mobilities paradigm burst onto the social scientific scene scholars from various disciplines have analyzed the social cultural and political underpinnings of transport contesting its long dominant understandings as defined by engineering and economics still the vast majority of mobility studies and even key works that mention the good life and its dependence on the car fail to consider mobilities in connection with moral theories of the common good in assembling moral mobilities nicholas a scott presents novel ways of understanding how cycling and driving animate urban space place and society and investigates how cycling can learn from the ways in which driving has become invested with moral value by jointly analyzing how driving and cycling reassembled the good city between 1901 and 2017 with a focus on various cities in canada in detroit and in oulu finland scott confronts the popular notion that cycling and driving are merely antagonistic systems and challenges social scientific research that elides morality and the common good instead of pitting bikes against cars assembling moral mobilities looks at five moral values based on canonical political philosophies of the common good and argues that both cycling and driving figure into larger more important moral assemblages of mobility finally concluding that the deeper meta lesson that proponents of cycling ought to take from driving is to focus on ecological responsibility equality and home at the expense of neoliberal capitalism scott offers a fresh perspective of mobilities and the city through a multifaceted investigation of cycling informed by historical lessons of automobility

invertebrate palaeontology and evolution is well established as the foremost palaeontology text at the undergraduate level this fully revised fourth edition includes a complete update of the sections on evolution and the fossil record and the evolution of the early metazoans new work on the classification of the major phyla in particular brachiopods and molluscs has been incorporated the section

on trace fossils is extensively rewritten the author has taken care to involve specialists in the major groups to ensure the taxonomy is as up to date and accurate as possible

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the post automobile city surveys the literature on the automobile and its impact on the design of american cities and the quality of life in the face of worsening traffic congestion deteriorating central cities face growing unmet housing and employment needs suburban zoning and other land use controls aggravate these needs by excluding apartments failing to offer efficient public transport and rendering access to suburban jobs dependent on expensive automobile use the book describes a vision of a city that is not dominated by the automobile the post automobile city is not car free but the city is redesigned to offer infrastructure for pedestrians and those who desire to live car free parks park blocks gardens urban landscaped pathways pedestrian shopping streets and inviting piazzas would replace the emphasis on surface parking lots and a tight grid of traffic the book explores various strategies to pursue the post automobile city including planning housing redevelopment transportation and pedestrianization strategies kushner also explores various legal mechanisms that can implement the post automobile city and explains legal constraints to various planning strategies particularly the constraints of the takings clauses and the regime of american property rights the author provides options for professionals and policy makers to more wisely cope with the inevitable future increase of vehicles in the country and the potential disastrous results of that increment recommended all academic levels libraries choice magazine september 2005 the book is highly recommendable for local governments and practitioners in the u s who are seeking ways to enhance the livability and sustainability of their cities journal of housing and the built environment the post automobile city is a timely survey of the automobile s place in our

society kushner anticipates the day when car free living becomes more popular than driving regardless of whether that day happens soon or decades down the road the post automobile city sets forth a broad survey of the possible strategies in much the same way as a trusty travel guide can help navigate a backpacking tour of europe journal of the american planning association

international interdisciplinary journal discussing the relations between society and space space is broadly conceived from landscapes of the body to global geographies from cyberspace to old growth forests as metaphorical and material as theoretical construct and empirical fact covers both practical politics and the abstractions of social theory

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